VOLUME IV NUMBER 41 "The Motorcycle Enthusiasts' Weekly Newspaper" October 26, 1967

CYCLE NEWS

25¢

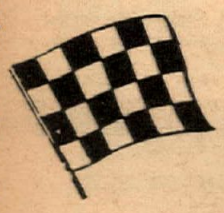
DESERT CHAMPIONSHIP L.A. vs. LAS VEGAS

Concentration and intent are evident in this shot of #504 Gary Jones, here pitting his talents against the Perris, Calif. scrambles track. — Photo by Manuel A. Burton.

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

NEWSPAPER

NATIONAL CALENDAR OF EVENTS



RACING- IT MAKES THE WORLD BETTER

1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

Nov. 4 Ascot T.T.
10 Ascot ½ Mile (final)

EVERY WEDNESDAY NIGHT

ACA SHORT TRACK RACING, Orange County Speedway, 100cc, 250cc and Open. Class A rules for Open Class. First event begins 8:00 p.m. Qualifying 7:00 p.m., pit gates open 6:30 p.m. To reach Orange County Speedway, take Santa Ana Fwy. to Laguna Canyon off-ramp, make left turn at first street, Valencia. proceed approx. 2 miles to track.

EVERY THURSDAY NIGHT

A.C.A. SANCTIONED T.T. & SHORT TRACK RACES at new Trojan Speedway, located corner Long Beach Fwy. and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. Jr. & Sr. classes. Professional, 40% guarantee. Pits open at 5 p.m., races at 7:30 p.m. Two classes – 100cc & 250cc. Any license okay, ACA, AMA, AFM, etc.

EVERY FRIDAY NIGHT

AMA CLASS C HALF-MILE at Ascot Park, 183rd and Vermont, just off the Harbor and San Diego Freeways in Gardena. Novice, Amateur, Expert professional dirt track riders. Practice at 7 p.m., first race at 8:15.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice. Call (213) 421-3629.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

1st & 3rd SATURDAY

PROFESSIONAL INDOOR SHORT TRACK at Minneapolis Armory, Minneapolis, Minn., starting Sept. 16 and continuing all winter. AMA 3-Star minimum. Public admitted 7 p.m., time trials 7:30 p.m. Advance tickets $1.50, $2.00 at door. For rider information contact T.C. Pro-Cycles, P.O. Box 5100, Minneapolis, Minn. 55406.

EVERY SATURDAY NIGHT

TT RACING at Perris Park. Off Hwy. 74 near Perris, Calif. Gates open 6 p.m., entries close, practice starts 7:30, races 8 p.m. $1.25 admission, $2 to ride. 150 entries maximum. 4 hour show.

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Track open for practice at 9 a.m., races start at 11:30 a.m. Call (805) 495-8928.

SATURDAY, OCTOBER 21st

PACIFIC SOUTHWEST CHAMPIONSHIP HARE & HOUND by Victors M.C. (held April 9) will be shown on ABC's Wide World of Sports at 5 p.m. on TV Channel 7. Be sure to watch, especially if you were one of the 801 entries.

SUNDAY, OCTOBER 22nd

15th ANNUAL TROUT FRY, Shop Hop sponsored by Dave Mason, Ed Kretz and Skip Fordyce. At Whitewater Trout Farm, Whitewater, Calif. Motorcycles only. 12 noon to 2 p.m., dinner donation $1.50. Entries close Oct. 2, post entries $2.00. Lucky Rider Trophy and 70 other awards. Contact Mason's shop in Pasadena, Kretz' shop in Monterey Park or Fordyce's shop in Riverside for more information.

JC AGAJANIAN PRESENTS

T. T. RACING

AMA SANCT.

NOVEMBER 4

20-LAP CALIFORNIA STATE CHAMPIONSHIP

PRACTICE 7p.m RACES START 8:15 p.m.

FLATTRACK RACING AMA SANCT.

EVERY FRIDAY

7p.m. PRACTICE 8:15pm RACES START

★ ★ ★ ★ ★

At Ascot Park 183rd & Vermont — Off Harbor Freeway

NOTE: Mail entries for the Dirt Diggers Gran Prix to be held at Hopetown on November 12 are filled in the 250 Novice class. No more will be accepted for that division.

SUNDAY, OCTOBER 22nd

SIDEHACK TT SCRAMBLES at Bay Mare, Calif., presented by the Sidehack Assn. Dist. 37 points. Small bikes at 9 a.m., big bikes at noon. Off Hwy. 118 between Somis and Moorpark, call 353-8719 for more info.

SPORTSMAN SCRAMBLES by Los Gatos M.C. at Uvas Dam, at the Hall Ranch Cycle Hills on Uvas Rd. in Morgan Hill, Calif. Watch for signs. Signup 8-10:30 a.m., practice 9-11 a.m., first race at 11:30 a.m. AMA sanc. Many fine trophies all classes (men only), refreshments, $1.50 to ride or watch.

25th ANNUAL TURKEY HARE & HOUND, presented by So. Calif. M.C. AMA sanct., two 40-mile loops, trail bikes first loop only. Le Mans start; bring prop. Start 9 a.m., finisher pins, $3.25 entry. Limed 30 mi. north of Mojave at Red Rock Canyon. Following race, first 4 Heavyweight, Lightweight and Trail-bike riders to scramble after live turkeys.

SPORTSMAN SCRAMBLES by Hi-Hats M.C. at Pittsburg, Calif. go-kart track located on Hwy. 4, 1/4-mile east of Bailey Rd. Look for lime. Pits open 9 a.m., practice 9:30-11:30 a.m., racing at noon. $1.50 ride or watch. Dist. 36-A AMA rules, all classes. For more info call Tom Anderson 685-9148.

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

SUNDAY, OCTOBER 22nd

SCRAMBLES by Taft M.C., track ¼-mile west of Maricopa, Calif. Practice 9-11 a.m., signup closes at 11 a.m., first race 12 noon. Man miles trophy, AMA sanc., Dist. 36A rules. Food and refreshments on grounds. For more info contact Bill Blanco, P.O. Box 904, Taft, Calif. Phone 765-2370.

SPORTSMAN FLATTRACK by Ft. Sutter M.C. at Roseville Fairgrounds, Roseville, Calif. Quarter-mile track, 250cc and under. AMA sanct. All classes incl. women if 6 or more. Signup 10 til noon, practice 12-12:45 p.m., first race 1 p.m. covered stands, beautiful trophies, refreshments. Riders $2.00, Gen. Adm. $1.50.

1st ANNUAL POKER RUN by Coastside M.C. of Pacifica, Cal. Start at the beach in San Francisco, foot of Sloat at the Great Hiway (across from the S.F. Zoo). Approx. 5 hour run through the Peninsula Redwoods and beautiful coast hiway. Signup from 9 to 11 a.m. Many fine trophies and prizes, $1.50 entry fee. For more info call (415) 359-3462.

OHIO STATE CHAMPIONSHIP TT RACES presented by the Dayton M.C. on its "Action Track of Southwestern Ohio" at 3507 Stony Hollow Rd., Dayton, Ohio. AMA professional riders will warmup at 10 a.m., race at 1 p.m. Free parking, children under 12 free. Chance on free Yamaha. Dustless, smooth 1/2-mile clay track, 100% spectator visibility. Follow the arrows west from Hwy. 75 at the Nicholas Rd. exit. For more info contact Dayton M.C., 90 Vermont Ave., Dayton, Ohio 45404.

WEDNESDAY, OCTOBER 25th

ACA CHAMPION FLATTRACK EVENT for 1967 season at Orange Co. Speedway. 100cc, 250cc and Open classes. Pit gates open 6:30 p.m., qualifying 7 p.m., first event 8 p.m. Tke Santa Ana Fwy to Laguna Canyon off-ramp, make left turn at first street, Valencia, proceed approx 2 miles to track.

SAT. & SUN., OCTOBER 28 & 29

14th ANNUAL DEATH VALLEY TOUR, advance entries only, $3.00 per person, $1.50 children under 12, close Sat., Oct. 14. Mail entries to Motorcycle Tours, Inc., 12738 S. Paramount Blvd., Downey, Calif. You will receive gold rush map kit and instructions by return mail one week before start. Bring food, sleeping bags and other camping equipment, win one of 100 new-type trophies. AMA registration booth will be open at Furnace Creek Ranch on Sta. from 1-5 p.m. and Sun. 9-10 a.m., free AMA award. No car entries accepted

4th ANNUAL BANNER GRADE RUN by Artesia Pioneers. Call (213) 425-5321 for more information.

SUNDAY, OCTOBER 29th

SCRAMBLES by San Rafael M.C. at San Rafael, Calif. For more info contact San Rafael M.C., 933 Francisco Blvd., San Rafael, Calif. 94901.

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READ ALL ABOUT IT! Every week Racing Results

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SUNDAY, OCTOBER 29th

MOTO-CROSS at Lodi Cycle Bowl, Lodi, Cal. Three 15-lap events in each class – 200 Am. & 200 Exp.; 250 Am. & 250 Exp. Signup 8-10 a.m., qualifying heats at 11 a.m. Racing starts at 1 p.m. rain or shine. Big rough course, water hazard, traction tires only (no chains). Admission $1.50 to ride or watch.

2nd ANNUAL BIG FOOT ENDURO By Trinity Trailsters. Start and finish at Burnt Rnch, Calif. on Hwy 299 limed from Willow Creek. Approx. 100 miles. First rider out 9:01 a.m. PST. Legal mufflers, $3.00 entry fee. Entries close midnight Oct. 24. Mail to Trinity Trailsters, P.O. Cox 177, Willow Creek, Calif. for info call Gene Harpe at 629-2411.

HILLCLIMB by Eastside M.C. at Cycle Hills, Uvas Dam in Morgan Hill, Calif. Sportsman AMA sanc., all classes from 200cc up. $1.50 to ride or watch, kids under 12 free. Man miles trophy. Practice 9:30 a.m., 12 noon start.

TEHACHAPI RELAY ENDURO SCRAMBLES by Hi-Jinx FMC. Trail gearing only. All riders must have partners. Max. 125cc per bike, teams limited to 225cc max. 4 loops around a 16-mile course. Entry fee $5.00 per team. Take Golden State Fwy. to Palmdale turnoff, go past Lancaster, turn left at first signal in Rosamond. From that signal follow the lime.

18th ANNUAL DIST. 37 CHAMPIONSHIP HARE & HOUND by Rams M.C., limed from Wagon Wheel on Hwy. 14, starts near Hart's Cafe. Starting time 10 a.m., entry fee $4.25. Sidehacks welcome. For further information call (213) 367-2897.

POKER RUN for all size bikes, hosted by the Ridge Riders Trail Club, Inc. at Ballinger Canyon in Cuyama Valley, Calif. Riders meeting at 9 a.m., start at 10 a.m. Two beautiful Sweepstakes trophies and many fine poker hand trophies to be awarded. Dry camp. Spark arrestors required. Donation $2.50. For more info call Oak View, Calif. 649-1960.

AFM PROFESSIONAL ROAD RACES at Antelope Valley Raceway, $100 for first place. Admission $2.00, practice 10 a.m., first race 1 p.m. On Hwy. 138 near Pearblossom, Calif.

HARE SCRAMBLES at Three Rocks, 15 mi. south of Mendota, Calif. Presented by Pathfinders M.C. Approx. 125 miles, spark arrestors mandatory, gas 60 mi. out on course. Entry fee $2.50, AMA sanc., good trophies. Refreshments and restrooms. Starts at 11 a.m. sharp. Limed from Hwy. 33 to course.

SUNDAY, OCTOBER 29th

SCRAMBLES by the King City Wheelers M.C. of King City, Calif. AMA sanc., all classes, Class C traction. Practice 10 to 11:30 a.m., races at noon. $2.00 to ride, $1.50 to watch. At King City Fairgrounds, King City, Cal.

FRIDAY, NOVEMBER 3rd

ANTELOPE RAMBLERS & SHAMROCKS TROPHY PRESENTATION will be held at the American Legion Hall, 5730 Cahuenga Blvd., No. Hollywood, Calif. Time 8 p.m. Refreshments and live music.

SATURDAY, NOVEMBER 4th

1st ANNUAL INTERNATIONAL SNIPE HUNT, at California City, Calif., sponsored by Parks and Recreation Dept. Purpose to capture snipes for scientific study. No firearms, weapons or trapping devices permitted, only flashlight and gunny sack. For more info contact Roy Savage, Jr., Director of Parks & Recreation, Box 426, California City, Calif. Phone: 373-4884.

SAT. & SUN. NOVEMBER 4 & 5th

ENSENADA POKER TOUR – Spons. by Cycle News. 5-card poker run from Tijuana to Ensenada, 65 miles. Dances, cockfighting, fireworks, fishing derby, motorcycle parade, custom contest, silver souvenir pins to each entrant. Mail name, address and $2.50 for each pre-entry to Cycle News, Box 498, Long Beach, Calif.

SUNDAY, NOVEMBER 5th

AFM ROAD RACES, 1st professional event at Orange County Int'l Raceway, $500 purse. Admission $2.00, practice 10 a.m., first race 1 p.m. Located off Santa Ana Fwy. at San Canyon Rd.

50-MILE SCRAMBLES by Sage-Hoppers M.C. of Encinitas, Cal. 2nd Annual "Brush Bash." Limed from Interstate 5, Encinitas, and San Marcos Rd. Lunchwagon, heads and ambulance. Parade lap 9 a.m., first race 10 a.m., 100cc all classes. Second race Noon, Experts all classes except 100cc. Third race 2 p.m., all Novice classes except 100cc. AMA sanc., Dist. 38 point event. $3.00 entry, no admittance charge. For info call Bob Gooding 753-2907.

HARE SCRAMBLES presented by the Kern Co. Trailblazers, 1st Annual "Monster Run." Banner drops at 11 a.m. for 70 miles of fun. Limed north from intersection of Hwy. 33 & Hwy. 46 (Blackwell's Corner). Limed south from Devil's Den. Dist. 36-A AMA point run. Call (805) 746-4058 for further info.

SUNDAY, NOVEMBER 5th

SCRAMBLES SCHOOL— Learn how to ride like the experts. Lessons in scrambles & TT technique taught by District 37 top racers. Group and individual instruction plus practice races. $10 per day, bring own scrambler. Perris Track, near Riverside, Calif.

PONDEROSA HARE SCRAMBLES by Greyhounds M.C. Start at 10 a.m., trophies to 50% of entries. presented after race. Finishers eligible for merchandise drawing. AMA Dist. 37 rules apply riding numbers availab e at signup. Minors bring notarized statement of release from parents. 15 miles east of Lancaster, Calif. on Ave. J.

SUNDAY, NOVEMBER 5th

JACKASS ENDURO by Foothill Hawks M.C. Limed from Red Mountain. Start, noon check and finish at Red Mountain. Approx. 110 miles. Lic. and muffler optional. First rider leaves at 8:01 a.m. 100cc B riders finish at noon check. Mail entries close midnight Oct. 22, entry fee $4.00. Mail entries to Foothill Hawks, 7813 S. Blackford Ave., Whittier, Calif. Post Entries $5.00.

INTERNATIONAL MOTO-CROSS at Aztec Park in Sedan, Kansas. PAR-FIM sanction, 1½-mile course. National and Int'l. classes. Money and trophies. Also trials the day before. Concessions, rest rooms, etc. Contact William D. Grapevine, Pres., PARA, P.O. Box 359, Sedan, Kansas for entries and more info. Entries close Oct. 21.

NOVEMBER 11th and 12th

DIRT DIGGERS 9th ANNUAL GRAND PRIX and 2nd International Moto Cross. Entries open Sept. 15 and close midnight Oct. 23. Mail entry only. $100.00 post entry fee. All classes. Start position determined by postmark. Limited number.

SUNDAY, NOVEMBER 12th

POKER RUN, 1st Annual Tiger Tour presented by El Tigres M.C. AMA sanc., RRC point run. Starts from Paul's H-D, Alondra & Lakewood in Bellflower, Calif. Starting time 8:30 a.m. Trophies, check point, everyone welcome. For more info call (213) 634-2356.

TT SCRAMBLES at Eastside Cycle Park, Tucson, Ariz. Calif. riders always welcome. Come early and race all day. Practice 9 a.m. til Noon, races Noon to 4 p.m. For more info contact Eastside Cycle, Inc., 4940 E. 22nd St., Tucson, Ariz. Call EA 7-6902.

SAT. & SUN., NOV. 17th & 18th

GRAND PRIX AND INTERNATIONAL MOTO CROSS Presented by the Prospectors M.C. AMA and ACA sanction. Dist. 37 TT Points. 100cc-250cc run Sat. Nov. 18, Big Bore Sunday Nov. 19. First event 9:00 a.m. both days. Mail entry only. Entry $5.00. Postmark determines start position. Limited entry. Entries open Oct. 15 and close midnight Nov. 10. Freeway all the way to L.A. County Sheriff's Honor Ranch on Hiway 99. Limed for approx. 5 miles off freeway. 30 minutes from downtown L.A. Good spectator course. Ambulance and concessions available. Free Hodaka given on Sunday. Souvenir Pins. Mail entries to Prospectors M.C. 220 E. 64th Place, Inglewood, Calif.

SUNDAY, NOVEMBER 19th

BATTLEFIELD ENDURO, 2nd Annual event by Mississippi Enduro Team at Vicksburg, Miss. Top Southern states riders challenge top Northern states riders for Top Team Trophy. AMA sanc., 3 riders make a team. Trophies all classes, 7-ft. top rider trophy. Six riders make a class. AMA card, mufflers & license plates mandatory. Run starts at Honda Shop, 2424 Clay St., Vicksburg, Miss. at 9 a.m.

NOVEMBER 23rd–26th

CYCLE '68 MOTORCYCLE SHOW, presented by International Sport Cycle Expositions at Brooks Hall in San Francisco's Civic Center. Held during official Calif. State Cycle Week Nov. 2-5. Hours 4-11 p.m. Nov. 2 & 3; 11 a.m.-11 p.m. Nov. 4; 11 a.m.-11 p.m. Nov. 5. Adults $2.00, children under 12, 75¢. Featuring customs, antiques, racers, movies, door prizes including free motorcycles, Evel Knievel's opening night jump in Civic Center. Also introduction of '68 models, Civic Center GP by AFM's GP and sidecars, and continuous indoor bicycle racing on closed course.

SAT. & SUN NOVEMBER 25th & 26th.

3rd ANNUAL INDIO MOTORCYCLE TOUR sponsored by Pacific Coasters M.C., co-sponsored by Indio Chamber of Commerce and Riverside Co. Fair. AMA sanct., tour award, 115 trophies. No official start, no check points. Finish and sign-in at National Date Festival Fairgrounds, Hwy 111, Indio, Calif. Parade, drill team, judging, chicken dinner, trophy presentation and dance. Mail entry $3.00. Post entry $3.50, children under 12 $2.25. Mail entry deadline Nov. 19; send entries to Pacific Coasters M.C., 4502 Gila Ave., San Diego, Calif. 92117 or contact them for further info.

Montesa

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Most of you know Montesa dealer Dick Guglielmana as a hard riding competitor. He was the National High-Point Novice rider and placed second at Daytona in his amateur year. He's made the results pages many times as a great all-around scrambles, flattrack, desert and TT rider. Dick recommends Montesa to his friends and customers because "It is the best 250cc dirt bike. They're always ready to go. They run good and stay together."

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'67 ACA Natl. Championship
October 15, 1967

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SUNDAY NOV. 5th

SIGN UP NOW for the next Southern Calif. Scrambles Academy at Perris Recreation Park.

EXPERT INSTRUCTORS: Jim #1 Hunter, Monte #7 Darling. All Day group & individual instruction. Registration is limited. Leathers preferred, Class "C" traction, folding footpegs, helmet, goggles and boots.

SEND IN THIS COUPON NOW.

Mail to: So. Cal. Scrambles Academy 6906 Colbath, Van Nuys, Calif. 91405 For further info call (213) 785–2421

Pre-registration coupon

Please register me in the next (Nov. 5, 1967) Scrambles Academy.

I enclose $10 to cover all costs of instruction.

Name _____

Address _____

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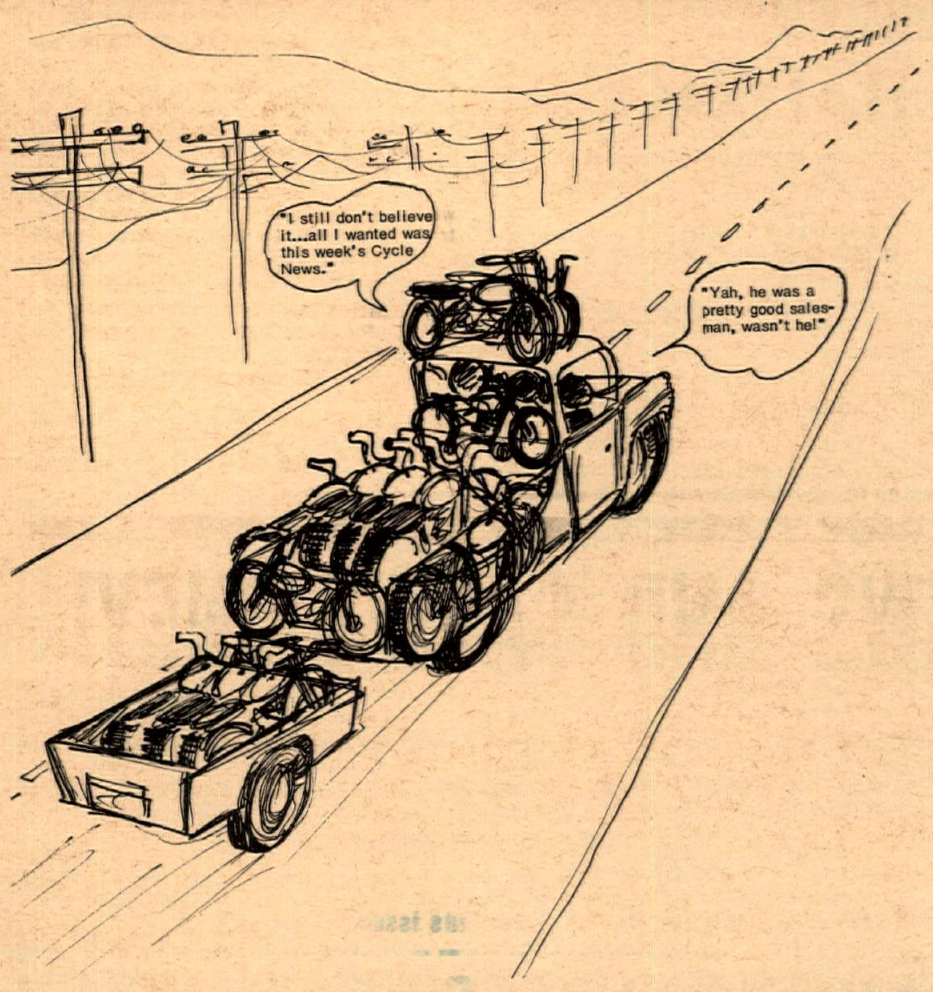
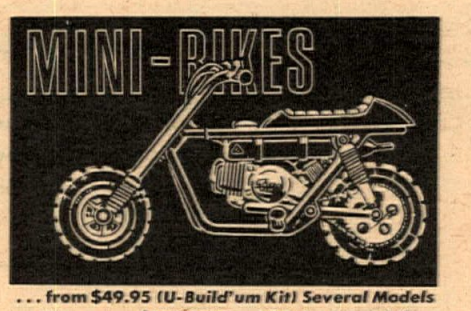
"FINISH THE FUNNY" CONTEST WINNER



There have been a lot of guffaws and snickers around the Cycle News office lately, as we've received and enjoyed a remarkable number of "Finish The Funny" contest entries. It wasn't easy to decide who the $5.00 winner should be, but the consensus of opinion gave the nod to Ray Stroud of San Pedro. He'll get, in addition to a crisp fiver, the original artwork by Rosalie Adams, which appears above with the winning joke-lines. Honorable mention goes to Ed Gimse of Van Nuys (**"Does your wife like to ride?" "Yeah, but she doesn't have a bike."**); to P. Donnelly of Duarte (**"Won't they miss these demo's?" "The dealers said 'take them for a ride'."**); to Mel Murphy of Winchester (**"Hey! There's a car up there sideways, and we're doing 95!" "OK! OK! Big deal! We'll give him to 3 to get it off the road."**; to Emil Heintz of Rochester, Minn. (**"Funny how the bikes balance on top of the truck." "Ya, I like the transparent side panels, too."**); and to Carl White of Inglewood (**"What are your thoughts just prior to the big race?" "There sure are a lot of telephone poles around here."**)



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BY CHUCK CLAYTON

THE SQUEEZE

PROFESSIONAL RACERS ARE CAUGHT BETWEEN LOW PURSES AND LIMITED PROMOTION

When Samuel Gompers back in the 1890's was asked what the labor movement wanted, Gompers, its founder, replied simply, "More."

If the professional motorcycle racers of this nation were asked the same question, most of them would probably answer the same. For while the cost of everything in the U.S. has been steadily rising, racers' earnings everywhere but in the west have stayed at the same level they were pegged at in 1935. Minimum purses set by the A.M.A. range from $300 to a maximum of $2,500.

Various reasons have been given for the poverty level at which professional purses have been kept. Promoters on the borderline of competency may decide it is not worth putting on races if the purses were higher. Bigger prize money might encourage professionalism, making it more difficult for the beginning racer to compete. It has even been argued (although not lately) that the motorcycle sport has to be kept small, lest big-time promoters get interested and take it over with their big-time money.

In Southern California's giant District 37, professional racers, working with the AMA and promoter J.C. Agajanian, insisted on, and got, purses amounting to 40% of the gate on non-National Championship events, such as Ascot's regular Friday night flattrack and once-a-month TT's. This has resulted in total purses for the season being about $11,000 higher than they would have been, had they raced on a flat-purse basis (3-star, $600), according to District Referee Bert Brundage.

Nevertheless, the long Ascot season causes a tapering-off of the gate receipts about this time every year. Promoters are less than eager to pump thousands of dollars into extra publicity to keep the crowds up, knowing that forty cents out of every dollar spent at the gate will wind up in the riders' pockets. Riders and tuners seem to back off too, hesitating to let it hang out that extra bit, or to rebuild the old engine when they know that winning is hardly worth it when the stands are half-empty.

LONG BEACH INDOOR-- A Case In Point

Last year a new promoter organization came on the District 37 scene with what promised to be new talent and new energy to devote to building the sport. Trojan Enterprises, headed by Don Brymer and Bob Dowis put on a winter season of short track races at the Long Beach Arena that started off very successfully. Running for the customary 40% purse, the riders divided up $3,000 for one night's racing—that's higher than the minimum for a 4-star mile dirt track meet. Everyone was happy except the promoters. They had mounted a jewel of a show, packed the grandstands, and yet their profit, after all the expenses were deducted, was considerably less than they anticipated.

The District liked the show that Trojan put on and wanted to keep them happy, so several concessions were made to help them turn a profit during the season. But the 40% purse agreement could not be altered. This was an agreement made between the AMA and the District 37 professional riders' association, Motorcycle Racers Incorporated. Trojan was half-promised the 1968 Indoor National Championship, but when the Houston Astrodome promoters showed an interest in putting on motorcycle races, it was given to them.

Now it is time for the Southern California Indoor season to start again, and the Trojan promoters flatly refuse to put on another race for a 40% purse. The AMA will probably refuse to issue them a sanction for any less. So Long Beach Indoors may run without an AMA sanction this year, for a flat purse. If the name riders race there, J.C. Agajanian may feel justified in expecting them to race in his shows for less also. Thus the hard-won 40% purse may go up the chimney in District 37 just at the moment when professional racers are trying to get the same deal for the whole United States. It is a problem that would tax the wisdom of Solomon.

The problem is further complicated by the fact that the AMA granted a sanction to Agajanian for a fixed-purse short track last season. Trojan Enterprises tried running sportsman short track at South Gate Speedway recently but even without 40% purses their profits were too small to continue.

What is the answer? How can you get more money for the men who risk their necks doing such fabulous racing and yet encourage the promoters to promote? Hardly anyone wants the AMA to lose a good promoter and all of us want more races, more chances for professional riders to earn a good living.

It certainly seems clear that the minimum purses listed in the AMA rulebook need to be reviewed immediately with substantial increases voted in for next year. And they should be reviewed every year thereafter to keep minimum purses in line with the higher costs of racing.

Voices

THOSE SNEAKY SNIPES

In the October 12 issue of Cycle News and the issue preceding, I noticed announcements of a snipe hunt sponsored by California City. My reason for writing is twofold: first to find out if there is a difference between Northern California snipe and Southern California snipe?; and second, since I have some experience in hunting Northern California snipe (which can be found in the foothills immediately surrounding Mt. Diablo), I would like to share some snipe-hunting techniques.

The most commong method used for catching snipe is with a burlap sack because the sack can be more quickly closed when a snipe enters. A paper shopping bag seems to be more attractive to the snipe however. The problem with the shopping-bag method, though, is that the bag is difficult to close. Several of the Northern California snipe have been caught by using the shopping bag, but they seem to get out of the sack before they are observed. Perhaps if the closing-of-the-bag problem can be solved the shopping bag would be the best.

In the matter of choosing a proper flashlight, one must be very careful. The best choice would be a small plastic pen light. However, if a large flashlight is used, it should also be plastic. It seems that reflections from the metal frighten snipe. The best possible choice (unless the area where the hunt occurs is brushy) would be a candle. The soft fluttering flame of the candle arouses the curiosity of the snipe.

My advice is predicated upon the fact that the habits of the Northern and the Southern California snipe are not too different. According to Webster's dictionary, a snipe is a long-billed bird similar to a woodchuck. My experience is that although in Southern California they appear to be a small furry animal, they are actually bird. The Southern California misconception may be caused by their fleetness. The description in your newspaper makes me think they are not different. I hope that the above comments bring success to some lucky hunters.

JOHN W. BENGSTON
Compton, California

TRIBUTE TO TRAVIS

San Diego County lost a tremendous amount of color with the passing of Travis Petton #46x at the recent Ascot TT event. I am sure that as I write this with a lump in my throat that I express the heartfelt feelings of all of the sporting and professional riders and spectators in this area. This man was an enthusiast with a capital "E" and was usually that extra spark of fire that made any event he participated in this area a very huge success. Rising through the sporting "TT" ranks, he emerged in a very short period of time as "the" rider to beat on the local sporting scene. His professional endeavors were also quite successful as several high inishes in the longer TT events at Ascot were among his many accomplishments. Never too aloof or tired to help the youngsters, he had a tremendous following of fledglings in the Poway area. He devoted many hours to helping these youngsters get started in his favorite pasttime of motorcycling. We send our sincerest condolences to his wife and family and know that he leaves a void that would be impossible to fill. So long to a swell guy that gave his all to the sport he cherished so much.

Very Truly yours
EARL E. ROLOFF
The Experts M.C.
San Diego, Calif.

LAST CHANCE TO EXPRESS 350 VIEWS!

The response to inquiries for opinions on the proposed 350cc limit on professional AMA dirt track racing has been gratifying indeed. Letters have been pouring in from all over the U.S.

Motorcycle Racers, Inc., the Southern Calif. Riders Assn. whose Board of Directors include Sammy Tanner, Bill Heins, Gary Bray, C.R. Axtell and Al Gunter, requests that anyone who hasn't yet written to express his views do so NOW, so that all the accumulated material can be presented to AMA Competition Committee members before their upcoming meeting.

The M.R.I. asks that all opinions be sent to M.R.I. Board of Directors, 38 W. Neece St., Long Beach, Calif. 90805. The deadline for mail is midnight Oct. 21, so get out that pen!

LEGISLATIVE NOTEBOOKS

By Barbara Dahms

Most legislators feel a responsibility for trying to pass laws wisely. (The legislature California, for example, makes a considerable effort to keep informed). But many seem never to consider their own responsibility – that of not passing laws which are not truly required. Laws governing private conduct swell the legal code, burden enforcement, and create a general attitude of disregard for all law because they are not properly the concern of government.

The helmet law involves a matter of very private conduct! That of personal safety, which is, if anything is, a matter of individual concern. Yet it is a part of the code of many states at this time. A study of a typical Southeastern state will demonstrate the over-zealousness of some legislators.

Ban All Motorcycles

The author of this bill is a medical doctor. He is also a member of the legislature. He apparently believes in all honesty that a motorcycle is comparable to a submachine gun in its lethal capacity. He informed me, as he had previously informed his fellow legislators, of the terrible accident cases he had treated as a result of cycle injuries. He was the center of a group of doctors in his city who all seemed quite certain that riding "one of those things" was playing roadside Russian roulette. With federal money as the lever, he organized his bill requiring crashbars, helmet, windshield, or goggles (for passenger also).

The bill was duly introduced, passed committee with no public hearing, was argued "on the floor" with a dramatic presentation by the author of grim and grisly slides of accident victims and gruesome descriptions of same, and was passed with three opposing votes. It then moved to the other house where it met some opposition but was passed. In three weeks from start to finish it was signed into law.

Two months after the effective date it still had not been enforced state-wide. Some localities say they plan not to enforce it at all, others with modifications. The Department of Safety considers it an unfortunate law...passed hurriedly and without proper study. The author himself reported cheerfully, "We passed it over the head of the Commissioner of Safety. He didn't want it." Yet the Commissioner and his department are charged with setting standards and handling enforcement.

Dealers throughout the state are unhappy with the law. In spite of increased sales of helmets and crashbars, it has hurt business generally. They are concerned about further restrictions which may follow at the next session. (There has been talk of banning motorcycles from the freeways.) They insist dealer unity might have prevented its passage. "Nobody did anything." they say of each other. "Nobody was for it but nobody did anything."

He Never Rode One

I asked the bill's author if he was disturbed at the idea of taking away personal liberty and he said, "If people don't have enough sense to protect themselves there have to be laws to protect them." I said, "How about the 75% of automobile fatalities caused by head injuries? How about helmets for everyone in an automobile?" He agreed. "That's probably a good idea, too." But he admitted it wouldn't pass because too many people were involved. Still he denied he was discriminating against a minority by forcing his protection on cyclists. He was quite uninformed as to the very controversial ideas about a good helmet, feeling as most non-riders, that "Any helmet is better than none...even a football helmet." He wouldn't discuss the fact that a damaged helmet can be a great hazard. (His bill makes no provision for inspections of any sort.) He was reluctant to discuss any factual questions but kept repeating, "If you had seen what I have seen," and described another case.

He would have liked to slay his dragon, I am sure. I asked him about a statement credited to him..."I would close every motorcycle dealer in the state if it would save one life." "I don't remember if I said that or not." he replied. "The question I am most often asked in connection with this bill is "Why didn't you abolish them?" "Abolish what?" "Motorcycles...or at least a license to ride one."

I asked him then if he had ever ridden and he said, "No. I've never been on one. My cousin has one and I almost took a ride once a few months ago, but I knew as sure as I got on that thing I'd get hurt."

This is the caliber of opposition that we face.

THREE IN A ROW FOR HAABY

A foggy Friday the 13th didn't mean a thing one way or the other for Expert point leader Dan Haaby and Amateur king pin Phil Todd. It was just another night for both riders as they continued their climb to the point championships in their respective classes with each scoring his third straight Main Event win. Haaby became the first Expert at Ascot this season to win three main events in a row.

Dan bested Mel Lacher from the start of the final with Mel again tiring in the late laps to give second away to late charger Shorty Seabourne. Chuck Jones rode all by himself most of the way to take fourth. Ralph White and Randy Say battled from start to finish for fifth with the veteran White taking the position.

After winning his heat race, Haaby was turned back for the second straight week by Lacher in the three-lap Trophy Dash. Seabourne ran third with Jones in fourth.

Todd extended his Amateur class win streak to six straight by taking the heat race and Main Event wins. It was an easy night for Todd who appears to have things under control the rest of the way—or at least until the final two weeks of the season when Jimmy Odom returns to action.

Len Earl continues to improve and rode in for second with the hard-charging Carl Patrick taking third ahead of Jan Crawford. Joe Brown, making his second appearance at Ascot this year, dropped to fifth this time after taking second two weeks ago.

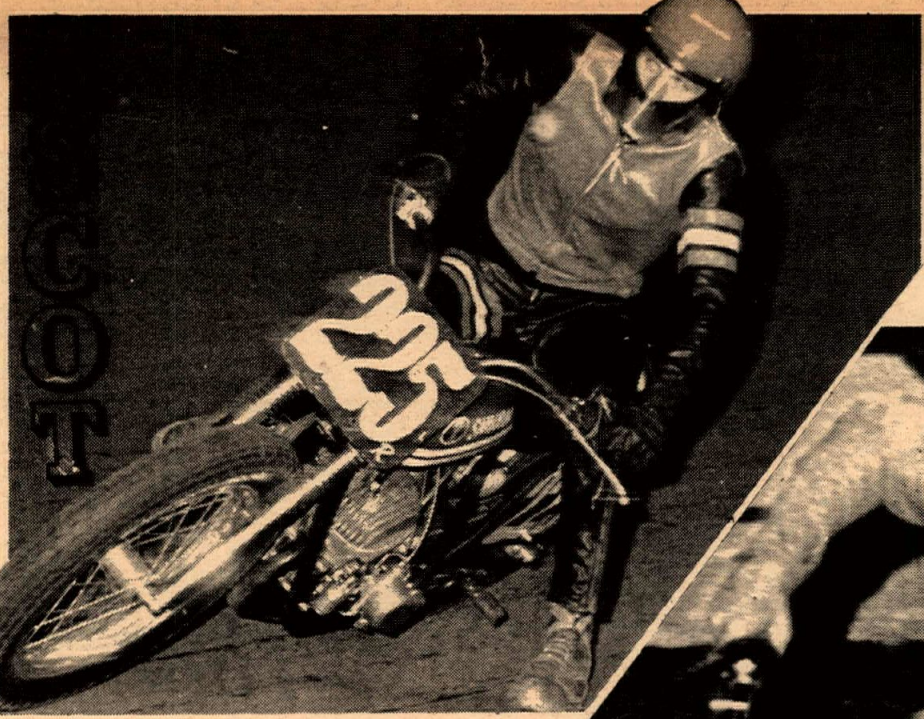
Novice Upsets

Friday the 13th was bad news, however, in the Novice class for two of the West's top Novice stars. Rick Durkee, riding a twelve-in-a-row win streak into the program, was way out front in the heat race when the engine quit and forced him to the pits and out of the main event.

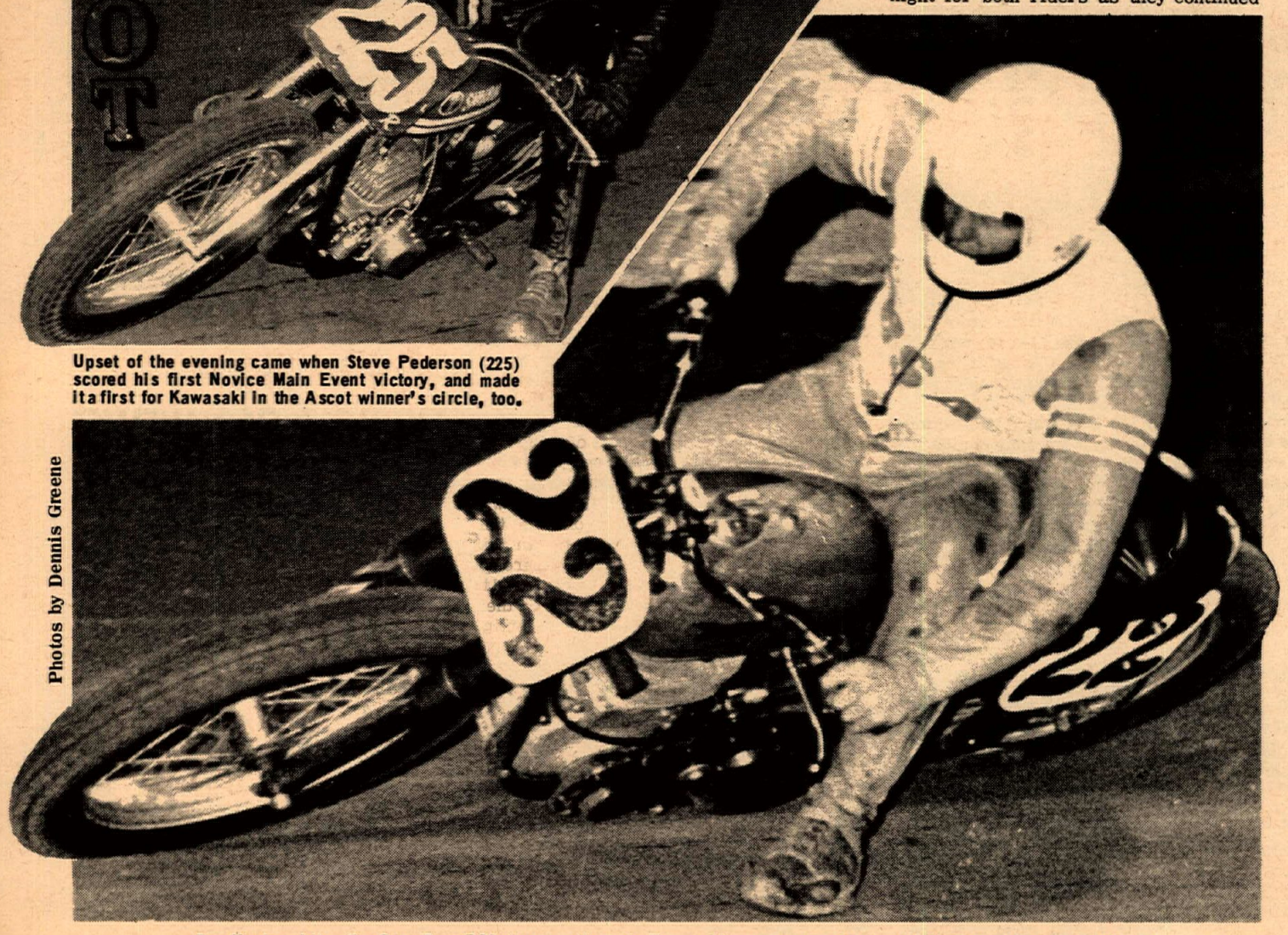
H-D ace Dave Smith posted the fastest 250cc heat race time and then was on his way to the win in the final and also on his way back into the point lead when he went to the pits with only one lap to go with engine problems.

Kawasaki's Steve Pederson picked up the ball and rode in for his first win and the first win for the big "K" at Ascot. Rick Elisarraras held onto his point lead by taking third behind Alex Chinowski. Former Japanese road racer, Fumio Ito, finally made the Main Event and finished a hard-earned sixth behind Geo. Omo and Bill Cody.

(Results on page 12)



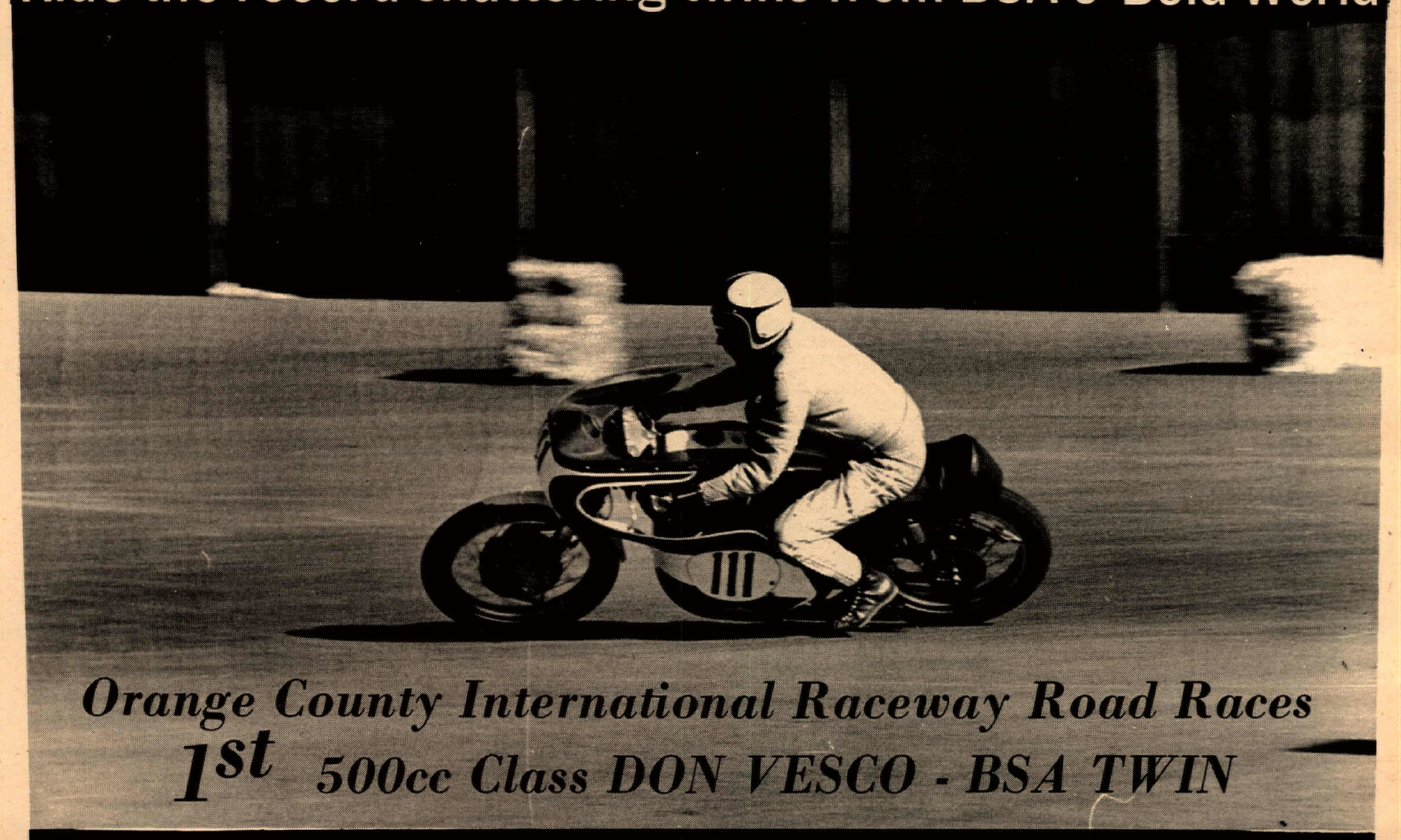
Upset of the evening came when Steve Pederson (225) scored his first Novice Main Event victory, and made it a first for Kawasaki in the Ascot winner's circle, too.



Dan Haaby, riding the Gary Bray BSA, became the only Expert this season to win three Main Events in a row at Ascot.

Photos by Dennis Greene

Ride the record-shattering twins from BSA's Bold World



Orange County International Raceway Road Races

1st 500cc Class DON VESCO - BSA TWIN

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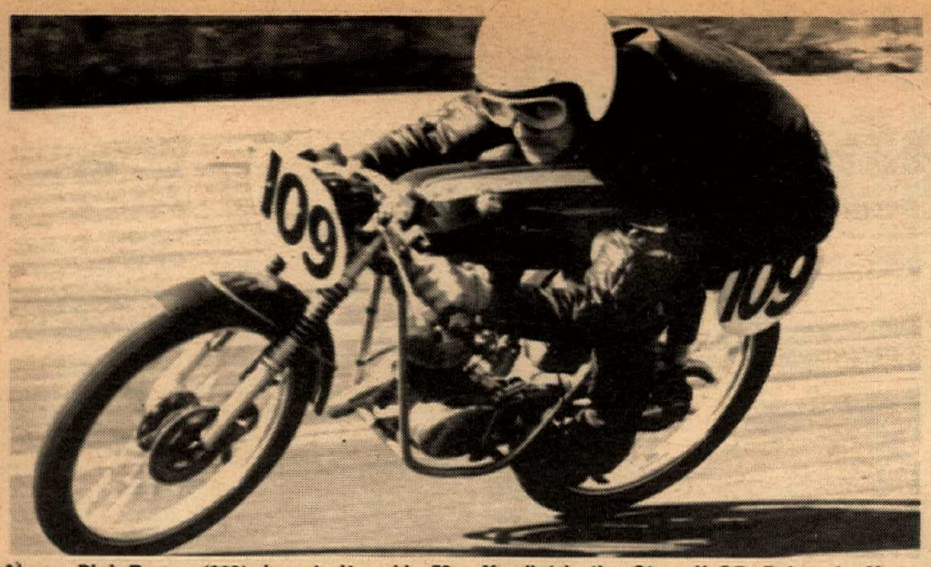
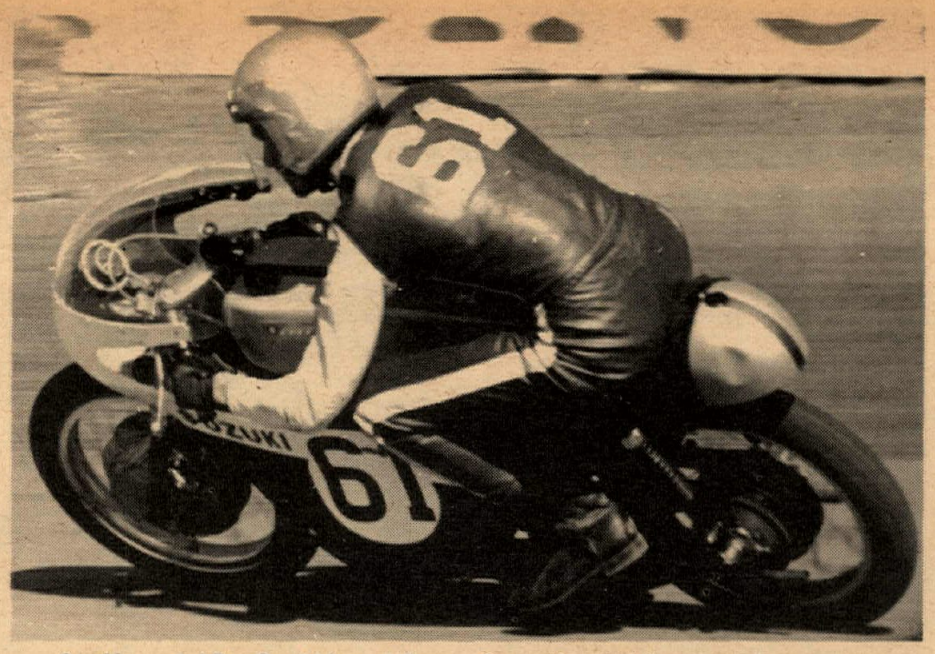


Above: Dick Pearce (109) down to it on his 50cc Mondial in the Class II GP. Below: Le Mans type start of an ACA small bike event.



Suzuki-mounted Ron Grant tries out the new Orange County International Raceway.

GRAND PRIX STOPS TRAFFIC

By Maureen Lee Photos by Bill Pettigrew, Dave Gooley & Dennis Greene

With a Santa Ana wind blowing in earnest, the largest turn-out of road racers at any California road race (187) and a brand new track, the Orange County A.C.A. National Road Race went off with a bang Sunday, October 15.

After plenty of practice, racing got underway with the 50-100cc G.P. Dave Smith was off the grid first and never gave up his lead, with the tower clocking him through the traps at 77 mph (same as his riding number) on his powerful little Power Research Special. Tom Howard (Yamaha), Rudy Galindo (Yamaha) and Jeff Pasternak (Angel) had a real one going for the next three places disproving the point that road racing isn't fun for spectators to watch. Howard finally dropped out leaving Galindo in second with Pasternak right after him. In the Tower Turn Galindo took a bad fall, dropping back to fifth (those painted lines for the drag cars tended to be slippery), was up and away again and ended third in class. The 50cc Class I winner running in the same race was Tony Nicosia (Suzuki) and the Class II was Mondial-mounted Sid Chambers. Third place man Paul Wilde (Yamaha) made it across the line by the skin of his teeth, coasting!

The Lightweight Production class went to Bill Cody (200 Bultaco) his first crack at road racing and he looked terrific. Suzuki-mounted David Damron held the lead for the first two laps then Cody got him going down the straight. Frank Smith (175 Kawasaki) had third over-all until Steve Galbraith (200 Bultaco) passed him. Another Kawasaki rider, Roger Baeder took the 100cc win in the combined class and you could say it was Kawasaki's day, after the Heavyweight Production class ran.

One of the most thrilling races was the big bore production, the combined 250-350-500-Open race. Dick Kilgroe on a 450 Honda had the early lead but behind him was Byron Black on a 350 Kawasaki. As the race progressed Black got into the lead and although the bigger machines were going hard they just couldn't catch the 'Saki that we timed at 90.45 one time and 93 mph another, on the official trap clocks in the tower. The remarkable thing is that the bikes were still accelerating hard when the clocks shut off as they are set purely for dragsters. A pat on the back for that little production machine!

Spectators were entertained by only two sidecars although three practiced. The team of Pridmore and Caesar on a Triumph went around the turns really showing the crowd how a "kneeler" car handles and were clocked at close to 90 mph. The other team was Amrosi and Farrara who were definitely experiencing handling difficulties on the Tower Turn. The car wheel was coming completely up and off the ground despite Farrara's efforts to hold it down.

In the 250 Grand Prix class Ralph White (Kawasaki) was the early leader just blazing away, but went down on the fourth lap moving Art Baumann (Yamaha) into the lead spot. Another Yamaha with Ron Pierce aboard held down the second but Suzuki-mounted Walt Fulton III who started around 6th started his move and ended up with third place. Baumann was clocked at one time at 104 mph.

Fulton returned to the track for the 350-500-Open Grand Prix class on a Harley-Davidson, taking the first place spot right off and not giving it up. For a while it was Buddy Parriott (Norton) n second and then Don Vesco (BSA) took up the challenge ending up with the 500cc

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Sunday, October 15

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175cc
1st FRANK SMITH – KAWASAKI

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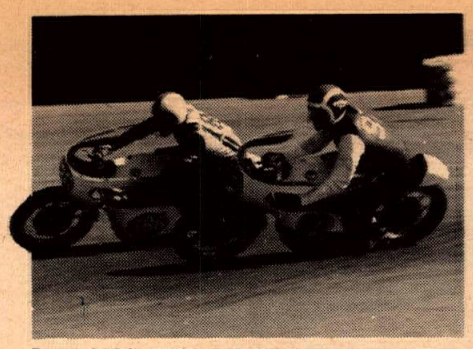
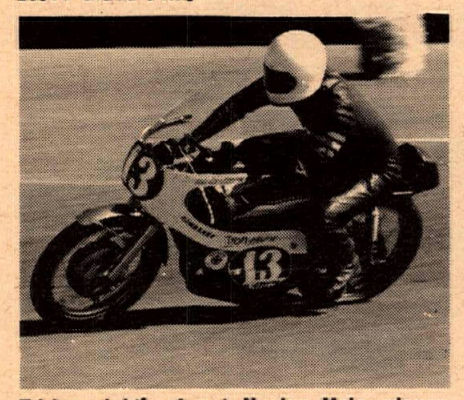
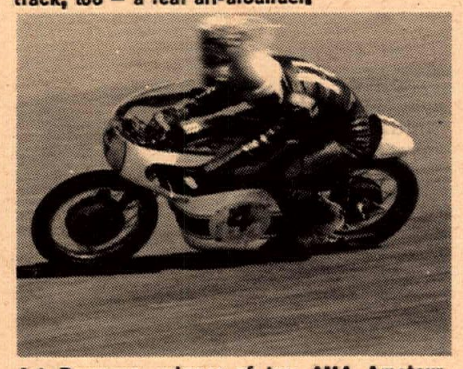


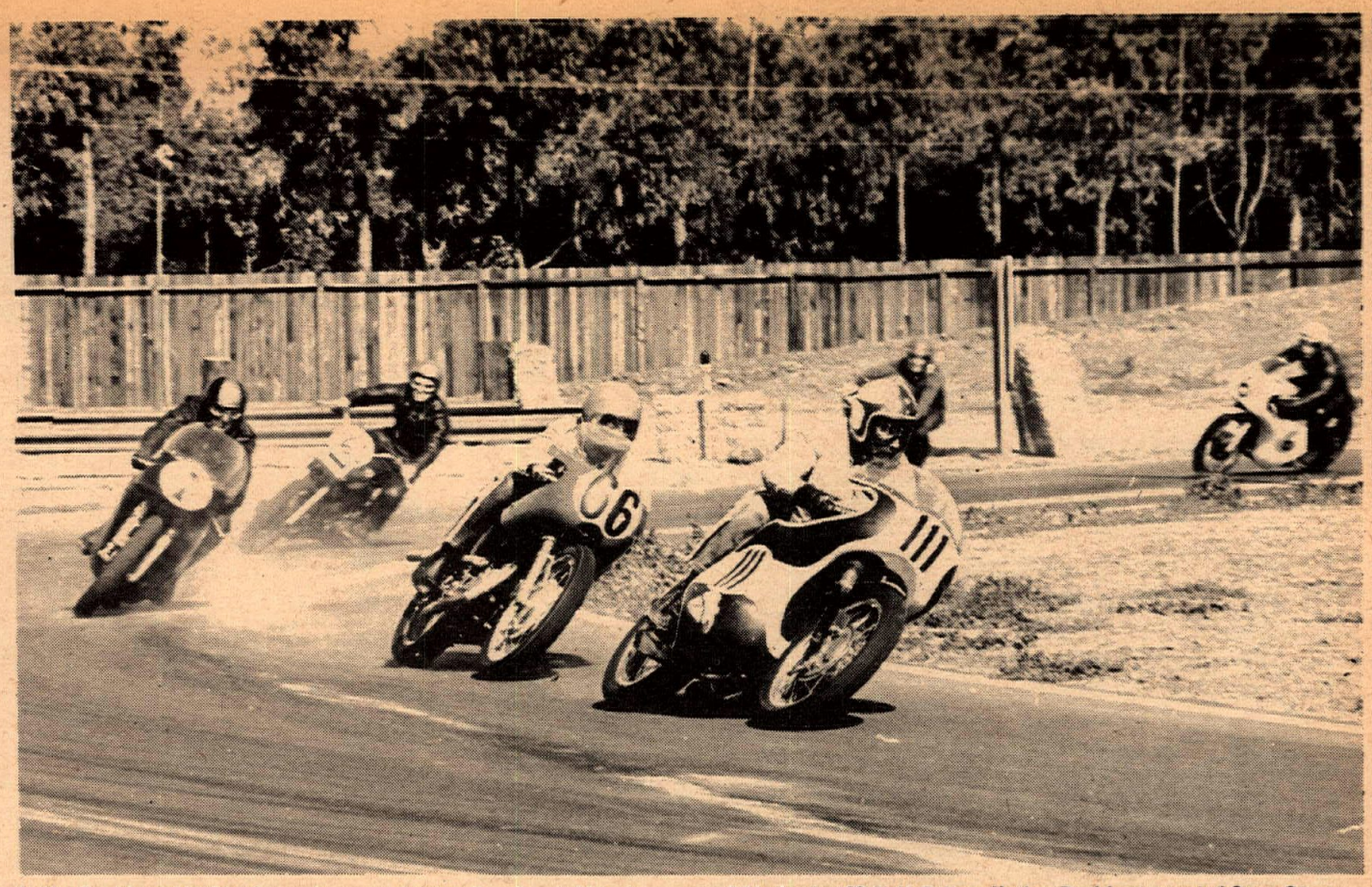
Dave Smith (186) and Carlsbad winner Ron Pierce (97) have at it. Both are aboard Yamahas; Pierce wound up second in the 250cc Grand Prix.



Friday night's Ascot Novice Main winner Steve Pederson (Kawasaki) took to the pavement on Sunday. He rides TT's and short track, too — a real all-arounder.



Art Baumann, winner of two AMA Amateur road race Nationals this season, took the ACA-sanctioned Orange County 250 GP as well. Here, on a Yamaha, he sneaks a peak at oncoming traffic.



In the Combined 350-500-Open class event, #111 Ron Grant, 500 winner on a BSA, leads #66 Walt Fulton, Harley-Davidson mounted Open Class winner and #1 Buddy Parriott (Manx Norton) through Orange County Raceway's north turn.

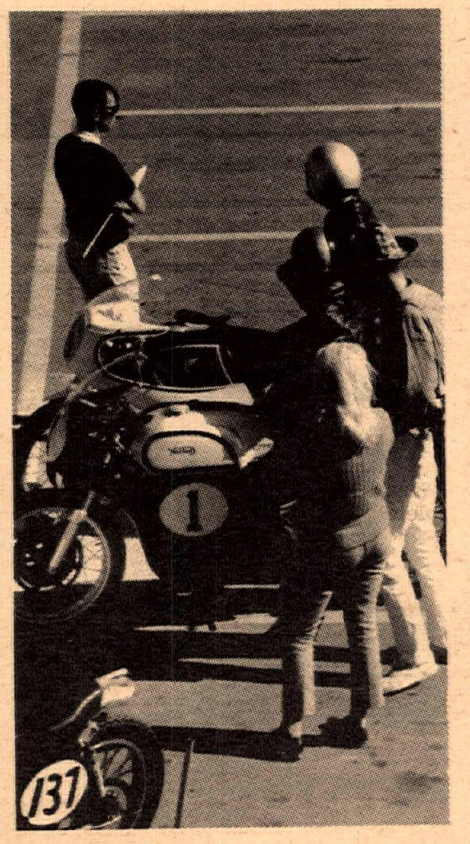
win and second over-all. Second in the Open Class was Ken Clark (Rickman Triumph) who was once clocked at 107 mph.

Trophies were given out after the races, with the concession stand donating their remaining hamburgers and hot dogs to riders for free. You should have seen the scramble off the "grid" when that was announced!

Sigalert Bulletin

Traffic on the Santa Ana freeway was stopped temporarily due to a motorcycle racer off the course. Steve McLaughlin crashed through the fence in practice and both man and metal ended up in the freeway's northbound lanes. Steve, watched unhurt as seven blinking cars collided, including a highway patrol cruiser which observers say was totalled.

(Results on page 12)



Riders, spectators and flagger await the next race. No. 1 machine is the Norton Manx of Buddy Parriott, 2nd in the 500cc class.

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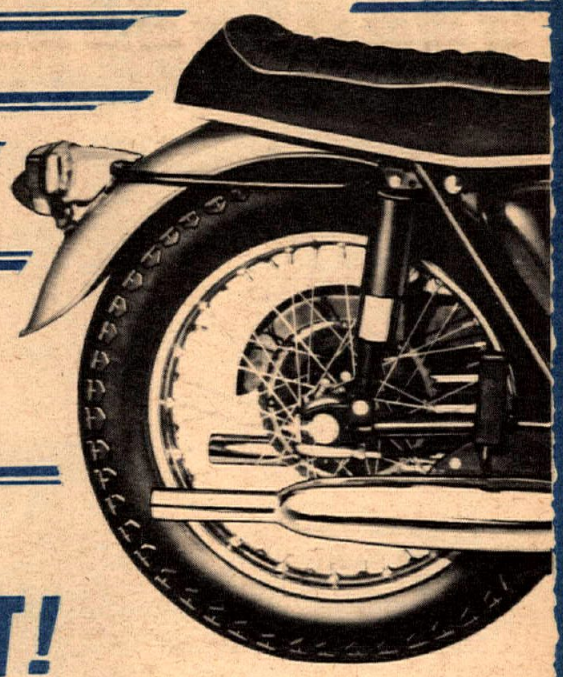

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NEVADA STATE CHAMPIONSHIP HARE SCRAMBLES

By Dick Wright Photos by Jeff Wright

This weekend produced a new Nevada State 100-mile Hare Scrambles Champion: Mike Patrick rode his hot Norton Twin to an overall win like a true champ. Phil Bowers picked up the 250 championship on his new CZ, with Wes Anderson, Jr. on a Hodaka, zapping the field in the 100cc Class.

The battle for the right to carry Number One in each class next year brought all the top riders to Vegas on October 15 for the Silver City M.C. sponsored event. In the Open Class, J.N. Roberts is the point leader by over 500 points, but Steve Hurd and Jack Byers are having it out for second spot. All three men were there to protect their point standings.

There is a real tight battle in the 250cc Class, with only a 100-point spread among Howard Jackson, Don Watkins and Bob Belt and again, all these riders were on the line.

In the 100cc Class, Jack Morgan has #1 wrapped up by over 500 points, with Jack Froelich holding down second place. Roy Barnett and Wes Anderson, Jr. are trying to move up the ladder in this elite group.

The Championship course was 25 miles around the typical Vegas territory: powdery sand that seems to suck your rear tire down into it, lots of rocks, and those sharp edged dry stream beds (our California washes have rounded edges which are easier to jump).

The big bikes were to go four laps totaling 100 miles, making the winner really deserve that six-foot trophy. At the end of the first lap, the first rider to come through the pits was Steve Hurd on his Matchless, followed by Mike Patrick. The third man blasting up the fire road to the check was J.N. Roberts (Husky), and hot on his tail was Jack Byers on a Triumph. Tracking them both was Marvin Van Buskirk, a Vegas rider on a Greeves, and Jeff Foster on a Triumph sponsored by Mark Alge (the same Triumph, incidentally, that Howard Beach rode when he did the spectacular endo that retired him for the next three months). Phil Bowers (CZ) came into the pits looking super-good, and leading the 250 Class.

The rough course was leaving its mark on riders and machinery as early as the first lap, and among the early dropouts was J.N. Roberts, with a broken rear brake. There were also numberous flat tires due to the rocks, putting quite a few out of the running. The second lap, however, revived low spirits and produced a new leader, Mike Patrick, placing Steve Hurd in second position.

By this time the course had really been put through the grind, becoming a three-foot wide and one-foot deep powder mill. The danger in this was that it was rough to ride in the deep groove, but if you rode off the trail you could get into trouble in the rock beds or worse yet,

(Continued on page 10)

Bounding along through the powdery sand goes #16x Gary Griffin on a Bultaco.

Triumph-mounted Jeff Foster from Los Angeles finished third overall and first Open Amateur in the Nevada State Championship Scrambles.

Overall winner of the 100-mile Hare Scrambles was Open Expert Mike Patrick, aboard his trusty Norton.

Double-checking on his competition, C-Z rider Phil Bowers won the 250 class, finished 4th overall.

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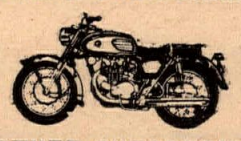

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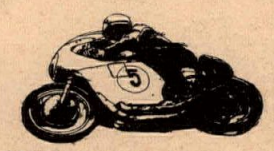

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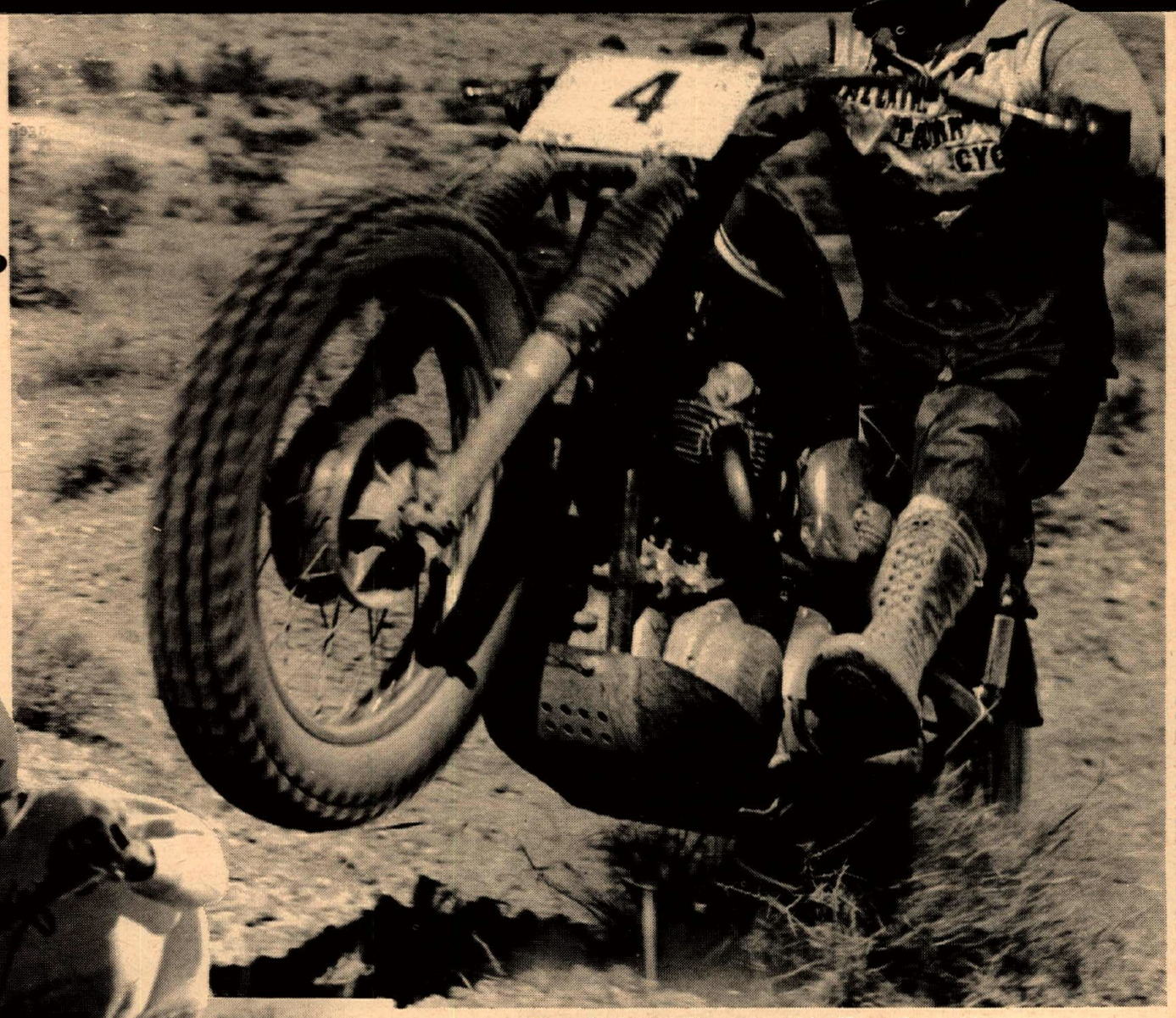

Nevada State Championship Hare Scrambles
October 15, 1967 — District 37 Points Event

1st OVERALL

MIKE PATRICK -- Norton

1st 500cc (& 2nd OVERALL)

STEVE HURD -- MATCHLESS

3rd JEFF FOSTER -- TRIUMPH

4th PHIL BOWERS -- CZ

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miss the danger marks and go into a rocky wash. It was a touchy two laps to go, hoping you could ride it out without crashing.

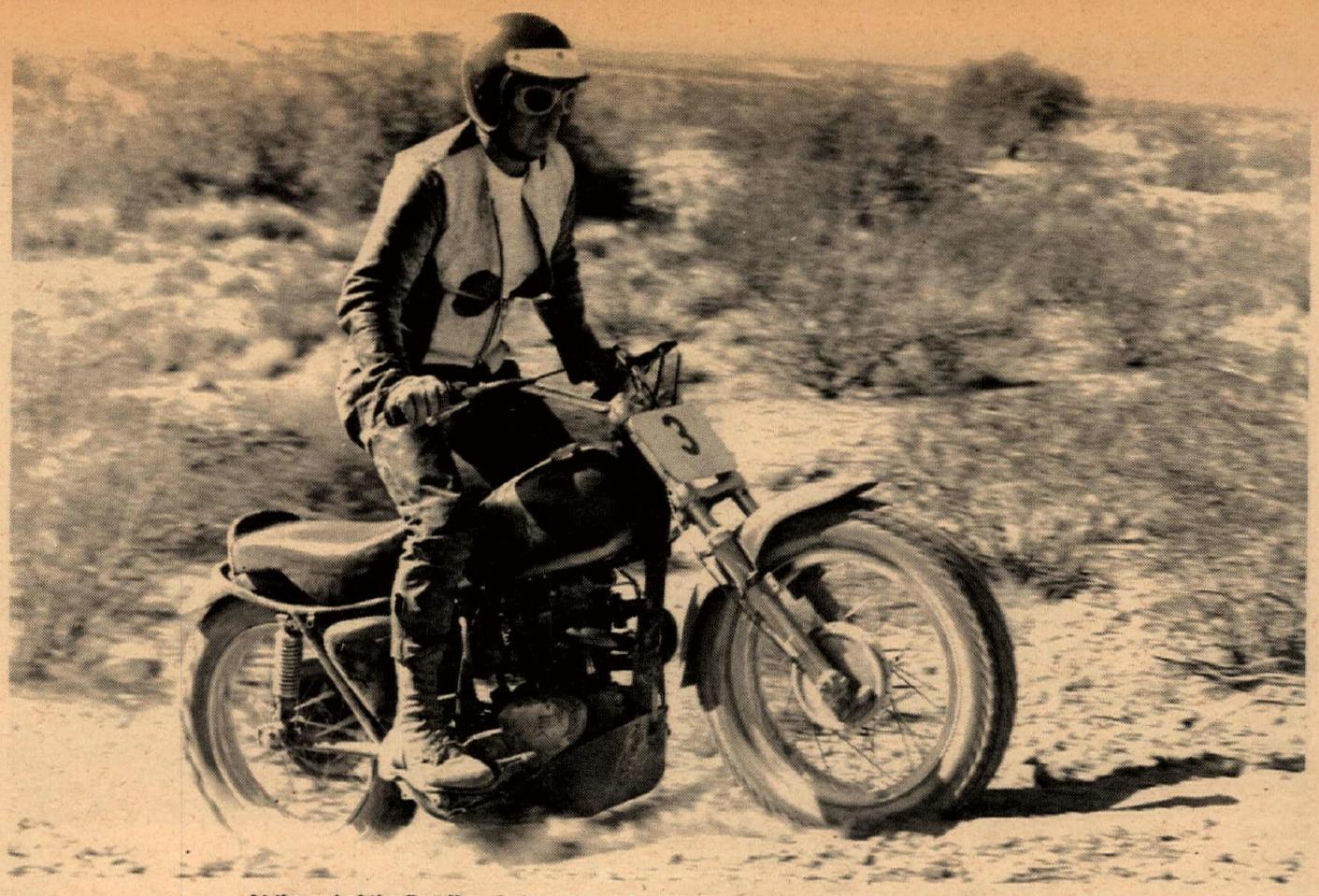
At the finish, Mike Patrick of the San Gabriel Valley M.C. rode in victoriously to carry off that well-earned six-foot trophy. Steve Hurd came in second to pick up the first 500 Class, and Jeff Foster pulled third overall for the first Amateur win. Following in fourth was Phil Bowers, also from the San Gabriel Valley M.C., taking first 250 Expert.

Don Watkins on a new Greeves Scrambler, currently battling for Number One spot in the 250 point standings, won out in his duel with Gary Griffin and came in fifth. This gave him a boost in the point standings, as Howard Jackson had some bad luck and didn't finish up there.

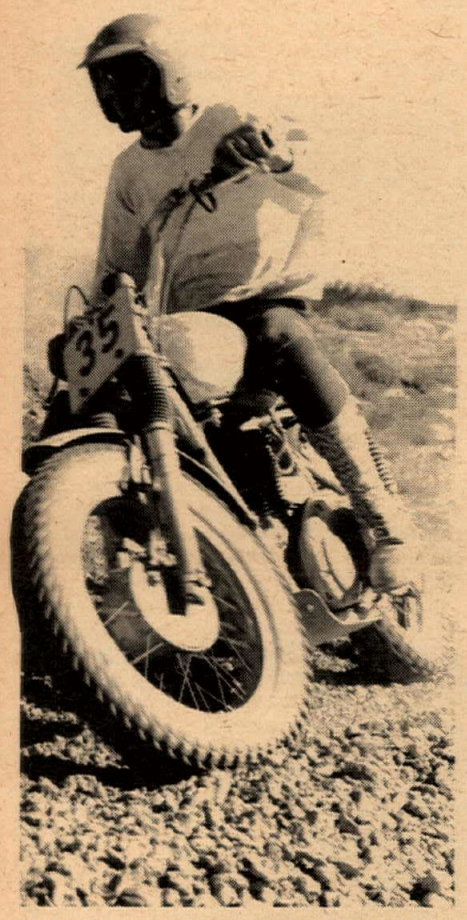
On Your Toes Or On Your Head!

A highlight of the event, and perhaps the roughest ride, was experienced by Bill Hammer, who hit a big rock and collapsed his front wheel. The tire came off, with air still in the tube, and Bill rode the front rim on those rocks for ten miles to the pits. The rim ended up in a nice square shape, and after that ride, I'm sure he felt that way too.

Riders from the western section of District 37 filled most of the front spots. First Vegan in the big-bike victory parade was Casey Folks #192x on a Greeves, who conquered sixth place overall and first 250 amateur.



At the end of the first Nevada State Championship 25-mile loop, #3 Jack Byers (Triumph) was 4th.



Matchless-mounted Steve Hurd finished 2nd overall and first 500cc Expert.

100cc Class

The 100cc's were to go two laps and started fifteen minutes after the big bikes. The starting area was in open territory with a slight up-hill grade with one bad rocky sand wash half way to the smoke bomb. When the banner was dropped, everyone took off in that deep sand. Two miles out, it was Jack Morgan, Wes Anderson, Jr., Jack Froelich and Dick Wright, all on Hodakas. At that bad sand wash, Froelich did a terrible get off, but luck was with him and he remounted, felt around to see if everything was there, and took off again.

The places did not change much coming through the pits after the first lap except that Tom Fee had now moved up into third spot. Morgan ran into mechanical troubles on the second lap, so 15-year-old Wes Anderson Jr. moved into first spot. At the finish of the rough fifty-mile race, Anderson (also from the San Gabriel M.C., which gave tham a clean sweep) pulled in first, with Fee second. Froelich let out all stops and moved into third after his crash, with Wright taking fourth place. Fifth man in was Ken Cameron, a Novice from Las Vegas on a Hodaka.

This years' Vegas run was put on by a different club than the previous years' run and had double the entries. We would especially like to thank Bill Hill, President of the Silver City M.C., Terry Griebel, and Max Switzer for all their help.

(Results on page 12)

Trophy Girl Sherri Iverson took time off from her job at the Sahara to brighten up the barren terrain. Her husband, Manny, rode a 250cc Greeves but tangled with some rocks and did not finish.

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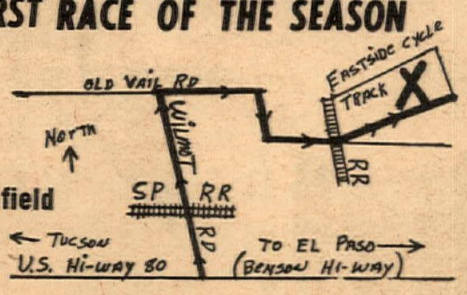

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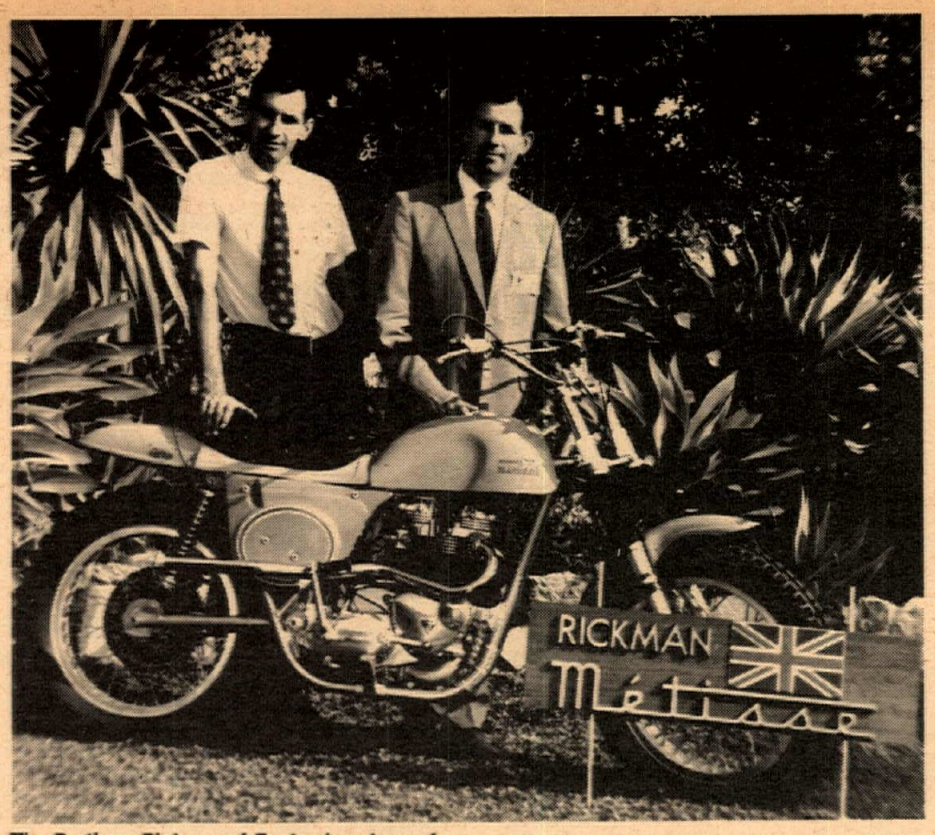
WE MEET THE BROTHERS RICKMAN

Photo by Dennis Greene
By Maureen Lee

We had the pleasure of meeting Don and Derek Rickman at the press conference held by John Steen at his home last Thursday afternoon, Oct. 12. With various models of the Metisse displayed in the lovely setting of the Steen patio and garden, the two brothers met the Southern California press to answer questions and to chat.

The brothers are here for one purpose, to see first hand and to ride the type of terrain that we have in California with an eye towards possibly adapting their machines for it. The Metisse is built for fast riding over rough ground and the ones competing in the desert are doing well, such as the one ridden by Lonnie Petersen. But we haven't seen many in our scrambles mainly because the European type of scrambles and our local TT scrambles are completely different. Now if Don and Derek were to build a frame that could hold a two-carb 650 engine!

During the casual part of the meeting we were able to get some information we found to be quite interesting when it came down to explanations between riding in Europe and over here. We are now trying harder than ever to develop some moto-cross riders for the onslaught to come from Europe but the differences are great however hard we try. "East is east and West is west" as Kipling said and that we can't change.



The Brothers Rickman of England, makers of the Metisse frame, are here to take a first-hand look at U.S.-type racing. They feel our scrambles courses are not demanding enough, but remarked that the Ascot half-mile is "too bloody fast."

In England alone on a single weekend there could be from 25 to 40 races up and down the country and entries are sent in two weeks in advance so that the Novices (Juniors) often lose out for a starting place unless it's a Juniors-only meet. Every race is for money which could be around $75 for a win. However, Derek Rickman said it would be hard for a rider to make a living solely as a rider although some are trying, as he could perhaps make only 30 or 40 pounds a week if he won every race (about $100 average) and that's not enough to support yourself and an expensive motor cross machine. The purse is paid back to 6th or 8th places, all Seniors receiving starting money.

Moving into the realm of the International moto-cross riders, they are different than the regular scramblers. Just a few are lucky enough to be on a factory retainer as they always have money coming in, and to the name riders starting money is always paid. Belgium's Joel Robert would receive more starting money than England's Dave Bickers at an E,glish event as Robert would have to travel more miles to enter. In the big International moto-crosses a man could get as much as $300 starting money while he would win perhaps $150.

All racing in Europe is F.I.M. sanctioned and in France a whole village will get together and throw a moto-cross with the butcher, baker, local constable and all getting in and working, and the attendance will run around 8000 people!

Derek was asked about England and he said that there the people who come to watch scrambles are often not motorcycle owners and the majority of the readers of the top weekly motorcycle newspapers are the same way. Scrambling is considered a great spectator sport and they come by the undreds in cars with the family, going through the gate for around 5 bob a car-full. (70¢!) More money is made on the program sales. Road riders usually attend road races.

Both brothers remarked that our local scrambles courses (Don took home a 2nd place trophy from night racing at Perris) wouldn't do too well in England. The riders would get tired of riding them and they are just not challenging enough. A scrambles there is started when you approach a farmer, rent his land, mark out the course and throw your race. Two weeks later the land is back planted with beetroots or hay. They just couldn't dig the idea of our graded courses, grading being something that is never done over there. Said Don, "How can the riders develop if they ride the same place every week? Our riders have to keep progressing." About one of our local top riders at Perris, "Yes, he's very fast but he'd stand no chance at all in a regular European scrambles." A partial explanation of this may be that over here we all know what big winners such as Triumphs are in scrambles but "no one uses a TR frame in moto-cross." Here, we sacrifice handling for speed on our present circuits.

The two went out and tried the Checkers desert race and were a little overwhelmed with all that space. "Go for miles and no houses." "You mean someone owns all that?" "And they go so fast and don't know where they're going!"

Like we said, it's obvious that we are not going to have the European type racing here or they go to our type of scrambles tracks. "Why should they? The riders wouldn't keep going back. They have to keep developing." Our idea of explaining that is that in Europe they have a strong sense of national pride in the competition between countries and everyone tries to beat the other at moto-cross, whether with riders or machines. There's a "thing" about a Frenchman being able to beat an Englishman or for either of them to blow off the Germans, plus having the German machines like C-Z bettering the Greeves. And, it's for money, not trophies.

Soon the brothers will be back at their factory turning out fifteen frames a week to be fitted out into one of the finest most specialized competition bikes we have around. After three years in business they run full production all the time and we wish them continued success. It's quite a product that they build and race!

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RESULTS

All results unofficial unless otherwise noted.

VANTAGE CROSS-COUNTRY RACE
Vantage, Wash., Sunday Sept. 24. 1967
By Vic Ebbutt

OPEN CLASS

Don Feaster	Tri
John Albright	Nor
Vernon Rank	Tri
Wayne Caldwell	Tri

500cc CLASS

Dick Jagow	Mat
George Wise	Hus
Fredolf Johnson	BSA
Bob Cobb	BSA

250cc CLASS

Jim LaPlante	Bul
Roy Burke	Gre
Bill Vermilye	Gre
John Sweatt	Gre

200cc CLASS

John Silvestri	Bul
Jerry Schulz	Hon

100cc CLASS

Bob Canfield	Hod
Hank Van Breugel	Zun
Denny Hire	Yam

POWDER PUFF CLASS

Pat Rogers	Hus
Darlene Rathsen	Bri
Diane Scott	Hod
Henrietta Nabor	Gre

SOUTH GATE SHORT TRACK & T.T.
South Gate, Calif. Thurs., Oct. 5, 1967
By Maureen Lee

SHORT TRACK

100cc MAIN

1. Paul Wilde	Yam
2. Don Dudek	Hon
3. Bill Potts	Hon

250cc MAIN

1. Lee Stumpenhaus	Bul
2. Tom Warren	Bul
3. Danny Jones	Bul

T.T.

100cc JR. MAIN

1. Dale Hopkins	Hod
2. Don Eide	Hod
3. Jim Connelly	Hod

100cc SR. MAIN

1. Gary Bailey	Hod
2. Don Leal	Yam
3. Ed Strand	Hod

TROPHY DASH—100cc SR.

Gary Bailey	Hod

250cc JR. MAIN

Danny Jones	Bul
Jim O'Neal	Bul
Robert Powell	Bul

250cc SR. MAIN

1. Gary Bailey	Gre
2. Tom Warren	Bul
3. Lee Stumpenhaus	Bul

250cc SR. TROPHY DASH

Gary Bailey	Gre

POWDER PUFF TT

1. Diane Connolly	Hod
2. Lana Paige	MB

NEVADA STATE CHAMPIONSHIP HARE SCRAMBLES
Sun., Oct. 15, 1967
By Dick Wright

1. Mike Patrick	Op.E	Nor
2. Steve Hurd	500E	Mat
3. Jeff Foster	Op.A	Tri
4. Phil Bowers	250E	C-Z
5. Don Watkins	250E	Gre
6. Casey Folks	250A	Gre
7. Lynn Fortner	250A	Hus
8. Mel Green	Op.E	Tri
9. Stan Leak	250A	Gre
10. Howard Jackson	250E	Hus
11. Tom Scales	250N	Gre
12. Mike Hinshaw	250N	Gre
13. Geo. Zuber	250A	Gre
14. Doc Bryce	500E	Hus
15. John Maroney	Op.N	Tri

100cc CLASS

1. Wes Anderson Jr.	E	Hod
2. Tom Fee	E	Hod
3. Jack Froelich	E	Hod
4. Dick Wright	E	Hod
5. Ken Cameron	N	Hod
6. Bob McLaughlin	E	Sac
7. Ed Scheidler	E	Hod
8. #619	—	—
9. Bob Clark	A	Hon

PERRIS TT SCRAMBLES
Perris, Cal. Sat., Oct. 14, 1967

50cc COMBINED

1. Steve Nichols	Hon
2. Kenny Scott	Hon
3. Hondo Long	Yam

POWDER PUFF

1. Sandy Termin	Hod
2. Eulene Long	Hon
3. Sharon Wolf	Bul

100cc NOVICE

1. Mark Kruse	—
2. Andy Skeel	Hon
3. Richard Sweaney	—

200cc COMBINED

1. Ron Killingsworth	Bul
2. Don Harrison	H-D
3. Norm Harris	Bul

250cc AMATEUR

1. Jim Peterson	Kaw
2. Mike Bradley	Suz
3. Jack Holt	Mon

100cc EXPERT

1. Fred Edwards	Kaw
2. Rich Walden	Hod
3. Stan Whitten	—

250cc EXPERT

1. Bill Cody	Bul
2. Ronald Moore	Bul
3. Morris Wright	Bul

350cc COMBINED

1. Bill Lindley	Duc
2. Mark Gooding	Mai
3. Louis Wolf	BSA

OPEN NOVICE

1. Jim Meiers	Tri
2. Bob Webb	BSA
3. Larry Mitchell	Tri

500 & OPEN AMATEUR

1. Gary Jones	ACF
2. Ron McDaniels	—
3. Denny Carlson	Tri

OPEN EXP.-500 COMBINED

1. Jim Hunter	BSA
2. Richard Hurtz	Tri
3. #675	—

500cc NOVICE

1. Gary Geyer	BSA
2. Don Harrison	Hon
3. Jim Douglas	BSA

250cc NOVICE

1. Bob Traverberger	Kaw
2. #258	—
3. Gary Lindy	Bul

SWEEPSTAKES

1. Jim Peterson	Kaw

SCTA ENGLISH TRIALS
Little Rock, California, Sept. 24, 1967

MASTER

Jim Wilson	17 pts.	Tri
Bib Nickelsen	25	Gre
Dave Evans	34	Bul
Joe Lavigne	35	Dot
Ralph Moore	53	Dot
Jack Milne	55	Mat
Sig Frson	63	Gre

EXPERT LIGHTWEIGHT

Gary Conrad	36	Gre
Jim Bollingmo	48	Mat
David Smith	50	Bul

EXPERT ULTRA LIGHTWEIGHT

Bob Brookhart	67	Hod
Tom Stowers	72	Yam

AMATEUR HEAVYWEIGHT

Bill Baxter	27	BSA
Roger Reinl	53	Tri
Fred Gauvin	56	BSA
Jerry Stevens	57	Tri

AMATEUR WOMEN

Joan Wilson	24	Hod
Carrol Stone	37	Gre
Joyce Hogan	39	Hod
Rickie Fry	45	Tri

AMATEUR LIGHTWEIGHT

T. K. McGeachin	2	Bul
John Walters	10	Hon
Butch Kohler	14	Tri
John Penner	15	Gre
Vince Martinelli	17	Gre
Loyd Davis (Tie)	18	Tri
Roy Sheridan (tie)	18	Tri
Jim Miller	19	Kaw
Duane Stone	20	Gre
Roger Drake (Tie)	21	Mon
Gary Temple (Tie)	21	Bul
Gale Hogan (Tie)	21	Tri
Francis Steward	23	Bul

AMATEUR ULTRA LIGHTWEIGHT

John Erson	18	Hod
Lee Rombeau	22	Hod
Dennis Brown	32	Hon
Geoff Hammond	35	Hon
Bill Plummer (Tie)	40	Hod
Richard Deats (Tie)	40	Hon
Dexter Kinnaird (Tie)	40	Hod

ASCOT HALF-MILE
Friday, Oct. 13, 1967

15-LAP EXPERT FINAL

1. Dan Haaby	BSA
2. Shorty Seabourne	BSA
3. Mel Lacher	H-D
4. Chuck Jones	BSA
5. Ralph White	BSA
6. Randy Say	BSA
7. Art Barda	Vel
8. Clyde Litch	Tri
9. Tim Harris	BSA
10. Cal Raybom	H-D

Time: 5:52:34

10-LAP AMATEUR FINAL

1. Phil Todd	BSA
2. Lenny Earl	H-D
3. Carl Patrick	Tri
4. Jan Crawford	H-D
5. Joe Brown	BSA
6. Gary Waldo	H-D
7. Keith Kruser	H-D
8. Terry Graham	Tri

Time: 4:01:95

8-LAP NOVICE FINAL

1. Steve Pederson	Kaw
2. Alex Chinowski	Hon
3. Rick Elisarraras	Suz
4. Bill Cody	H-D
5. George Omo	Yam
6. Fumio Ito	Yam
7. Ken Lighthouse	Yam
8. Jim Wright	Mon
9. Ralph Acosta	H-D
10. Dave Smith	H-D

Time: 3:20:79

IRWINDALE DRAG RESULTS
Sat., Oct. 7, 1967

TOP ELIMINATOR:		
Joe Smith	H-D	10.49—134.32
RUNNER UP:		
Bob Sirkegian	BSA	10.84—129.49
JR. ELIMINATOR:		
Bob Braverman	Yam	12.28—103.60
RUNNER UP:		
Nira Johnson	Tri	12.14—117.49
STOCK STREET:		
B — Halley Savage	Tri	15.70— 84.34
C — House of Suz. & Tri.	Tri	12.92—100.11
D — Bob Byars	Hon	16.54— 76.92
MODIFIED STREET:		
A — Ed McDonald	H-D	13.48— 97.00
B — Dick Strickland	BSA	12.94—105.26
D — Jack Murphy	Suz	13.33— 99.88
E — Louis Hite	Yam	13.91— 97.93
GAS:		
B — Wilcox & Miller	BSA	12.46—104.65
E — Steve Rowles	Suz	12.29—106.00

LIONS DRAG RESULTS
Sun., Oct. 8, 1967

STOCK STREET:		
A — Amer. Speed Cycle	H-D	13.11—106.38
B — George Meyer	BSA	13.54— 96.15
D — Bill Franz	Yam	15.52— 80.42
E — Harold Spivack	Suz	14.96— 86.45
F — Brick Price	Hon	17.94— 70.45
MODIFIED STREET:		
AA — Speedy High	H-D	13.87— 95.64
B — Dick Strickland	BSA	13.60—103.70
C — House of Suz. & Tri.	Tri	12.90— 99.77
D — Jack Murphy	Suz	13.28—100.21
E — Stan Smith	Kaw	14.09— 93.65
GAS:		
A — Bill Chambers	H-D	12.08—113.00
B — Jerry Nance	Tri	12.10—110.00
E — Steve Rowles	Suz	12.40— —
F — Zeman & Lynn	Suz	18.86— 63.82
FUEL:		
Ken Kotalac	Vin	11.54—126.22

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ORANGE COUNTY INTERNATIONAL ROAD RACE
Sun., Oct. 15, 1967
By Maureen Lee

50cc CLASS
1. Tony Nicosia Suz
2. Don Dierking Suz

CLASS I
1. Daniel Osborne Ita
2. Sid Chambers Mon
3. Paul Wilde Yam
4. Lawrence Sinofer Mon

100cc CLASS
1. Dave Smith PRS
2. Jeff Pasternak Ang
3. Rudy Galindo Yam
4. Scott Gerhardt Yam
5. Rick Sherer Hon

125cc CLASS
1. Bruce Shaw Hon
2. Chief Galbraith Toh
3. Gary Niwa Ang
4. Bob Barker Duc
5. Bob King Zun

175cc CLASS
1. Dave Allee Hon
2. Dan Guinn Hon
3. Ronald Phillips Oss
4. Larry Shoenfelder Hon

200cc CLASS
1. Larry Pruett Yam

250cc GRAND PRIX
1. Art Baumann Yam
2. Ron Pierce Yam
3. Walt Fulton III Suz
4. Don Vesco Yam
5. Fumio Ito Yam
6. Dave Smith Yam
7. Buddy Parriott Yam
8. David Damron Suz

350cc CLASS
1. Ron Pierce Yam
2. Chief Galbraith Kaw
3. Larry Grossman Hon

500cc CLASS
1. Don Vesco BSA
2. Buddy Parriott Nor
3. Clyde Litch Hon
4. Dick Kilgroe Hon

OPEN CLASS
1. Walt Fulton III H-D
2. Ken Clark RTri
3. Bill Holst BSA
4. Mike Fettes Nor

"Here comes that beach crowd!"

PRODUCTION CLASSES
1. Dick Pierce Mon
2. Brad Stancky Suz
3. Smith McCustion Suz
4. Thomas Cangemi Mon
5. Steve Monohan Mon

100cc CLASS
1. Roger Baeder Kaw

125cc CLASS
1. Myron Tracy Hon
2. Bill Marchant Suz

175cc CLASS
1. Frank Smith Kaw
2. Victor Campbell Bul
3. Kenneth Russell Hon
4. Ward White Hon

200cc CLASS
1. Bill Cody Bul
2. David Damron Suz
3. Steve Galbraith Bul
4. Barry Provisor Bul

250cc CLASS
1. Greg Smith Suz
2. Jon Graber Bul
3. Jerry Christopher Suz
4. Roy Touzeam Suz
5. Al Mark Kaw

350cc CLASS
1. Byron Black Kaw
2. Chief Galbraith Kaw
3. Norman Rille Kaw
4. John Coryell Kaw

500cc CLASS
1. Dick Kilgroe Hon
2. Vic Manuelli Hon
3. Gay Corns Tri

OPEN CLASS
1. Roland Pagan Tri

All classes are given a go at the quarter-mile gold. Here's a stock Suzuki.

Photo by Doyle Gray

DRAG RACING
By Bob Ebeling

There was a big surprise for everyone from racer to spectator, as Bob Sirkegian and his BSA "Super Bike" started and stopped the quarter mile clocks in 10.84 seconds, with a top speed of 129.49.

Of course, that's a record for the "Super Bikes" but as great as it was, it wasn't enough for Top Eliminator.

Joe Smith's 80-inch Harley-Davidson with bold Sta-Lube and Laidlaw lettering carried home the winner's spot as Sirkegian lurked close behind in the runner-up position. Smith's Harley was given a low 20 percent nitro diet that developed enough food value for a 10.49 second, 134.32 mile per hour run.

Jr. Eliminator

Four were qualified, but as usual there is only one winner when the eliminations are over. Bob Braverman had been absent from drag racing ranks at Irwindale Raceway for several weeks. His riding style of consistency sped him to a winner's purse after turning a best E.T. and speed of 12.28 - 103.60.

Its been quite a while since an official record system has been kept at Irwindale. They're all official now and Boris Murray has added the modified classes into the book. All of the speeds and elapsed times you read of the Irwindale results, show the records. Modified street of course!

Harry Couch and his sponsors, "House of Suzuki and Triumph", hold the quickest modified street elapsed time record at 12.92 seconds. Dick Strickland has the fastest miles per hour at 105.26.

Lions

Ten class winners in the street bike divisions at Lions Drag Strip and the quickest of them all was the 500cc Triumph of Harry Couch. The winning elapsed time of the day was 12.90 seconds.

American Speed Cycle fielded a Harley-Davidson that garnered the best in miles per hour for a street bike. The speed is 106.38 mph.

Several gassers were at it hot and heavy, but the closest in performance figures were Bill Chambers A gas Harley and Jerry Nance's B gas Triumph. Bill had won his class with a 12.08 - 113.00 and Jerry took the honors at 12.10 - 110.00

Three were competing for fuel honors. Joe Smith had the Harley-Davidson running top form, Bruce Miller was mounted with the same factory brand and Ken Kotalac was stradling a Vincent.

Bruce Miller was quickly eliminated by Joe Smith and it was only left to one race between Vincent and Harley.

Smith's low 10-second runs made it look a near-sure thing against an 11 second Vincent. But one of those things that happens to everyone gave the Vincent a win. Joe forgot to turn on the fuel and there isn't a machine made that can run a quarter-mile on that lean a mix. Ken Kotalac's winning E.T. and speed read 11.54 - 126.22.

There were two things of this Sunday's action that deserve three hearty cheers. One is Harry Couch's volunteered services as cycle pit director in Ed's absence. Second is the performance figures that Stan Smith continues to squeeze out of his E class Kawasaki. Stan has been a consistent class winner and this week clocked a best of 14.09 – 93.65. His persistance will have results of higher performance yet.

(Results on page 16)

TT RACES
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1/2 Mile Course

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****
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****
ADMISSION: $1 per bike People Free
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SUNDAY SCHEDULE: Practice 8 to 10 a.m.

$1.25 Admission
$2 Entry Fee
****
FIRST RACE starts at 10:30
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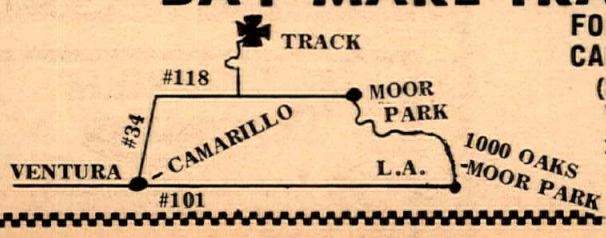

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Vern Gorman
1021 Calle Tulipan,
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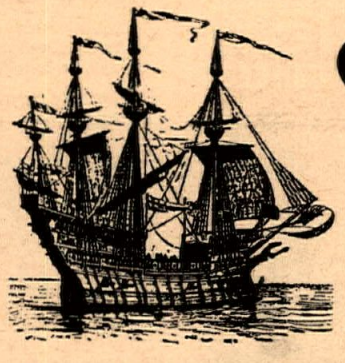
POKER  GRAND

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NOV. 3-5
SATURDAY & SUNDAY
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PARADE, TROPHIES, MUSIC, COCKFIGHTS, DANCING
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PLEASE ENTER ME AS A PARTICIPANT IN THE 1967 GRAND M/C TOUR OF ENSENADA, BAJA, CALIF. AND SEND ALL INFORMATION TO:

Name _____ *age* ___ *Address* _____ *City* _____

State _____ *I will ride a* _____ *motorcycle a total distance of* ___ *miles to starting place at Tijuana,*

I hereby agree to abide by the rules of the tour and to obey the laws of Mexico while I am in her boundaries. And I further agree to hold blameless the sponsors, owners, promoters, lessees and tenants of the premises for any loss or injury to myself or my property in which I may become involved by reason of my voluntary participation in this contest. I enclose $2.50 for one pre-entry card. Please send complete information by return mail.

HAVE YOU READ THIS ENTRY BLANK? (please answer YES or NO) _____

MAIL TO – Cycle News GRAND M/C TOUR, Box 498, Long Beach, California

entry signature: _____

CAUTION: Parents must co-sign if rider is under 21 years of age

Parents signature _____

☐ *Check here if you want 2-day insurance on your cycle while you are in Baja California. Cost is $3.25 per motor. Enclose check or Money Order. Add license number of your motorcycle here* _____

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1965 GREEVES, LIKE NEW

ALF lower end, Stefa magneto $450.00. Days 9-5,683-1555, eve. after 6 247-1553.

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Experienced M/C salesman for Triumph and Yamaha Guaranteed salary plus commission. Excellent position for industrious salesman. City Cycle Center, 8423 Rosemead Blvd., Pico Rivera.

FOR SALE 1963 Triumph 500 desert ready $550.00. Also 1960 Triumph T.T. bike completely built eng. fresh, fast & clean $625.00. Ph: 761-7562 after 6.

FOR SALE: New Bultaco Clip-ons $15.00. 66-1/2 Campera forks complete perfect $65.00. Suzuki 80cc alloy barrel perfect $12.00. Suzuki 80cc carbs new $7.00. Suzuki 80 forks $10.00 prices firm. Call Monty 881-2386.

66 TRI T100SC 500cc for dirt, extras $420.00 down and take over bal. of $355.00 or $775.00 cash. Very clean, come see this one. 674-1149.

SALE: 67 Sportster XLH fully dressed or stripped. Ph: evenings 328-4239.

FOR SALE: 1966 Bultaco Pursang $650. Special carb, down exh. pipe, Ascot seat, Bates bars, comp. release, K70 tires. Call 675-6683.

'66 EL CAMINO, 327, 4-speed, tach, P.S.R.H, $2295. Ph: (213) 393-1894.

TRADE: 1961 Tri. desert bike, good set-up, dependable and VW "almost" dune buggy for 2 stroke 360 or 250 1966 or 1967 model. 281-8433.

100cc YAMAHA Gyt Kit short-tracker or road racer. Will take bike trailer on trade. Ph: 962-9182 9 to 6 daily. Ask for Gary. Fountain Valley, Calif.

1965 GREEVES CHALLENGER, near new condition, never raced, $550.00. Phone: DA 9-4918.

1966 TRIUMPH T100-SC scrambler, many special parts $825. Call 943-4520.

MECHANIC WANTED

5-1/2 day week - must be experienced, especially Honda - clean shop, lots of work - call Service Manager (213) 392-4105, 2411 Lincoln Blvd., Santa Monica, California.

SUZUKI OWNERS: Dealer service tool kits for 50cc & 80cc models. Call after 6:00 p.m. (714) 639-1945. (Must see to believe) $25.00.

TRADE: Kenmore washer, 16" Knobby, Velo tank, Triumph pipes, windshield and other parts all for 50cc bike or ?? Ph: 776-5795.

MONTESA ASCOT T.T. and shorttracker, new LaCross eng., Pirelli tires, tubes factory barrel, extra torquer barrel, comp. release, clipon bars, very fast, reliable. Ph: (714) 430-8274 $495.

'61 FALCON RANCHERO. Original and clean, new tires $695.00. 341-4816.

65 MONTESA DIABLO 250cc, tuned exhaust, posted and relived. New piston, bash plate, very fast. $375.00 firm. 361-1686.

CUSTOM 1966 305 Honda, extra tires and exhaust $375.00. Dave Newton, 2634 Pine Place, South Gate, Calif.

TRADE: 20" Wixom shield & 2 R60 carbs for shorter shield and two R69/S carbs. (213) 641-0598 anytime.

65 HONDA CL72 make offer. 19208 Addis Rowland Hts., Calif. 964-1325.

GUAZZONI 4 spd. rotary valve 50cc road racer, new Dunlops, spare. Call days (Andy) 662-0839. Andy Lascoutx, 27 South St., Ashland, Mass.

TRADE '57 Plymouth for lightweight or whatever ? Call 374-8197.

3 RAIL TRAILER with large wheels first $80.00 takes it. 764-5133 Saugus, Calif.

250cc CZ MOTO-CROSS over $300.00 in new parts, must sell $600.00. Phone Steve (916) 422-2420.

1966 1/2 BULTACO PURSANG, clean $550.00. 925-8059.

1967 YAMAHA 100cc twin, low mileage, Daytona helmet. Both for $295. Phone: 213-326-3380.

TRADE: New one piece expansion chamber for Hodaka for girling shocks or extended forks for Hodaka (213) 243-7659.

ATTENTION ROAD RIDERS: World Cycles now has the Moto Gazzi: V-7, electric starter, shaft drive, 700cc. Call Tom @ (213) 662-0839.

ATTENTION:

We do not have the addresses of the contributors listed here. If you will contact us we will send you a check for your published work: LARRY BUTTERFIELD, SUSAN CLARK, ROGER EVANS, HARRY LAWRIE, PAT ROGERS, C. KENNETH ROWE, S. G. SCALES. contact CYCLE NEWS, P.O. Box 498, Long Beach, Calif. (213) 423-0431.

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FREE SAMPLE: MOTORCYCLE, SCOOTER & THREE-WHEELER MECHANICS ILLUSTRATED - 200 photos, tuning, customizing, competing, touring, Repairing, Preventative Maintenace. Krumm, 3388 N. Modoc., Kerman, Calif. 93630.

GREEVES 250cc T.T. OR SCRAMBLERS in stock, Nicholson Motors, 11629 Vanowen, No. Hollywood, Calif. (213) 764-8674.

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Immediate delivery on all models. Ted's 11718 Santa Monica Blvd., West Los Angeles. (213) 473-1101.

BUY DIRECT AND SAVE

1/8" Acrylic Plexiglass Fairing Windscreens suitable for racing or touring. $7.95 each in lots of 3 plus postage and insurance. Continental Fairings, 401 Church Street, Verona, Wisc. 53593.

1964 YAMAHA 80 Set up for Trail. No lights. $140. (213) CH 8 3839.

'66 TR6C

Completely set up for desert, this winner has everything. XLNT cond. Very clean See at 10427 Praire. Inglewood. $895.00 Phone (213) 673-5562.

1967 250cc BENELLI flattracker, factory engine, tube frame, $695.00 or will trade for truck, good lathe, or 360cc Maico X3 Moto Cross (213) 644-4212.

QUALITY ACCESSORIES sport fairing with perspex windscreen, for single down tube like Honda 450, cost $135, used 2 months, must sell $85, will ship. Tele: 408-293-3416.

TRADE for, street, trail or trials motorcycle. 1966 "Sprite" moto-cross scrambler leading link forks with 7" of travel, tuned expansion chamber, modified engine. Clean and in good condition. Tele: (714) 984-8737.

FOR TRADE: 15 inch reverse chrome wheels for Ford pickup. 2-920x15 slicks 200cc Bultaco. 530-3812.

1965 MATCHLESS G80CS desert ready. New tires, bottom & top end, forks, etc. $595.00. (714) TW 2-4817 eves.

1961 GREEVES runs good $400. 3-rail bike trail. 630-6125.

MUST SELL '66 Bultaco PurSang. Set up for scrambles $500. Also have desert equipment. Have '65 750cc Norton desert bike, ready to race $575. 430-4883.

SHOCKS — $19.95 a PAIR

Brand New orig. Mfg. equipment. Two types – chrome exposed spring & regular with dust covers. 3-position adjustable. Fit 175-350cc Ducati, other makes. Send cash with order and we'll pay shipping. All C.O.D. orders, send $10 deposit. Phone (213) 848-3633 or write SHOCKS, 1775 Allen, Glendale, Calif.

ATTENTION:

New scrambles track in process 15 miles east of Palm Springs. Need club to sponsor races. All inquiries answered. Contact: Donn Reynolds, Tel: 213-665-2336 or write to: Donn Reynolds, 1601 N. Kingsley Dr., Los Angeles 90027, Calif.

SELL OR TRADE: 250 Parilla Wildcat scrambler and 200 Bultaco Sherpa. Best offer will consider 100cc street bike in trade. 370-8887.

WANTED: 160 Honda wrecked or basket case for parts. 370-8887 after 6 p.m. All calls answered.

1964 BULTACO ROAD RACER

125cc TSS 6 speed, new tires, tach, piston, bearings, excellent cond. paint by Von Dutch. Sell or trade. Best offer. Evenings (213) 394-0927.

WILL TRADE 67 Bultaco Sherpa set up for T.T. for Bultaco 66-1/2 or later Metiesse. 415 254-3306.

1960 GOLD STAR complete new top end. Big head, alloy gas tank, center set oil tank, scrambles trans. dry element air filter $450 (or) ? Stan 582-2409 San Diego, Calif.

1967 NORTON

1 1967 Norton P11 750cc brand new 1 1967 Norton Atlas 200 miles. 1 1965 BMW R50. Also motorcycle trailer $50. Julius K. Fletcher, Apt. F4, Viking Gardens, La Habra, Calif.

CONGRATULATIONS GARY!

No rider ever worked harder and deserved #1 plate more than you, Kiddo. Speaking for all motorcycle racing fans – regardless of brands – we are glad that you made it, and thanks for the many wonderful shows you put on. Thanks, too, to "Cycle News" for its great reporting job. Now, can we relax?

Jack "Honest John" Mercer

WANTED – Experienced Honda Triumph Mechanic. Modern shop and equipment. Honda of Santa Barbara, 408 Chapala, Santa Barbara, Calif. Ph: 965-4814.

BULTACO GASKETS Complete engine gasket kit #B-100 fits all 125cc thru 250cc 4spd. Guaranteed seal. Kit $4.50 postpaid Hancock Gaskets, 107 Hancock St., Springfield, Mass.

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THE FINISH LINE

By Roxy Rockwood

All of the politics that tried to keep Gary Nixon out of the Grand Prix of Japan held last weekend was all for naught. Gary didn't win – he didn't even ride. He made the mistake of informing officials of his cracked hand that was obtained in the Carlsbad 250cc road race National and the Japanese doctors turned thumbs down on his racing. It was the same hand that tumed the throttle to second place the week after Carlsbad at the Oklahoma City half-mile National race.

Gary packed up his helmet and put the cast back on his hand, watched the race and headed home to get ready for next season. Maybe some year the Americans will finally get their long awaited chance to show what they can really do.

The scramble is on already by the various brands to set and sign their road racing teams for next season. Yamaha is talking of five 250's and three 350's for Daytona with only Nixon set at this time.

Suzuki rumor has it that they have again signed Dick Hammer and Ron Grant and both will again ride the potent 250's. But, in addition, Suzuki will also have both riders on the new Suzuki two stroke twins at Daytona. Race rumors say that Hammer and Grant really got a good deal money-wise to sign for both classes. Will confirm or deny this rumor regarding the amount in the near future.

Kawasaki has new hopes after Ralph White set a new heat race record at Carlsbad and right now White is the only rider that they are talking serious business with for next season. No definite work on the Kawasaki 350 plans for '68.

Rumor has it that Harley-Davidson will make their strongest effort in years for next year on the National circuit now that they have lost out to Triumph for the number one spot. Number two always has to try a little bit harder, you know.

A new H-D 125cc model was delivered to one of the top two-stroke mechanics in the area last week with orders to strip it down and make it really go for the up and coming indoor seasons at Long Beach and Oakland. The 100cc class has been upped to include 125's at both locations.

No word regarding road racing plans for Honda next season. The three 450's were dry-docked after Daytona and two of them were sent to Canada. The record setter ridden by Jimmy Odom is back in the basement in Racine, Wisconsin.

There is a four rider Matchless G-50 team in the making for Daytona but will surprise all as it will be four Amateur riders instead of the usual Experts. The four that are now being selected will be goodies.

Only four more Friday night half-miles left to go at Ascot and one more TT before the curtain rings down on another successful season of racing.

Latest speed tuning secret for Ascot concerns an Amateur who put his mother-in-law on behind and went out tuning with Mammy listening and looking for defects. It didn't work and the Amateur in question did not make the Main Event last Friday. Next time try father-in-law.

CYCLE PROFILES

By W. M. Askins

Television acting may appear to be glamorous; but the reality is that it is exhausting and gruelling work...at times, work about as tough as you can find, particularly for such a TV series as the Green Hornet.

Van Williams

You may be watching the drama on your TV screen – police squad cars combing the city streets in search of America's No. 1 public enemy, the Green Hornet.

Van Williams, the featured star of the nationwide television series, may have long since finished his work in the drama you are watching and it may be that he has shed his crime-battling attire for helmet and gloves. On the TV screen he may be riding around in a luxurious limousine. But he has no hesistancy about jumping on his Yamaha and spinning off into the dirt roads of the hills around his palatial home.

Cycling is fun, Williams says, and it is his regular procedure, after a long and tedious session in the TV studios, to get away from it all on his cycle.

For Williams, trailriding is the perfect remedy for dissolving the tensions brought on by a hard week's work on the set. "Sometimes I'm on the set for 8, 12, or 14 hours at a time," says Van. "The work mounts day by day with the tension, and by the end of the week I feel pretty wound up. That's when I like to relax by cycling through the Malibu Hills (California) mountains, or high desert areas on one of my Yamahas."

Van is no stranger to Yamaha's swinging world. He's been an avid motorcycle enthusiast for more than ten years, and at the present time is the proud owner of two 100cc twin Yamahas. Both have been stripped and personalized by Van to featherweight perfection for desert riding.

During his early motorcycle days, Van enjoyed competing in hare 'n hound contests, scrambles races, and local enduros. Today, however, he simply enjoys leaving his cares and problems behind by taking his family and a couple of bikes off on week-end excursions. In Van's words, "Cycling is a fantastic sport, in a world all its own. Nothing else can compare with it."

How right he is.

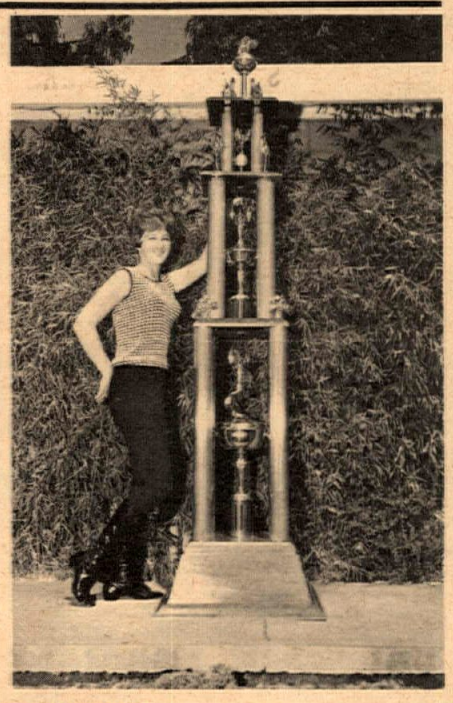
KNIEVEL OFFERS INDIANS $100,000

After successfully completing a 16-car jump in Seattle, Wash. last week Evel Knievel suffered an injury to his lower spine. After being treated by a Seattle M.D., he has flown to Montana for a much-needed vacation.

His next performance will be in San Francisco, Calif. in November on or about Thanksgiving Day at the Cycle '68 show. He is scheduled there for two jumps. He definitely will make the San Francisco appearance.

Regarding his schedule Grand Canyon leap, Knievel has of this date (Oct. 2) offered $100,000 (one hundred thousand) in cash to the Navajo Indian Tribal Council to be put in a bank of their choice in order to guarantee payment to Navajo workman for the construction of the access road, parking area, runway and takeoff ramp. Knievel has asked the Navajo Tribal Council for a 12-month permit starting immediately in order to begin work on the project at the jump site he has chosen.

Following his San Francisco appearance he will depart for Daytona Beach, Fla. where he will make several public appearances. During the Florida visit he will be testing the jet-powered sky cycle almost daily at the Orlando Factory where the actual jets are manufactured. Please address all inquiries for further information to Evel Knievel, % H. Carl Forbes, Business Manager, P.O. Box 85161, Hollywood, Calif.



Photos by Wm. M. Clark & Hayward M.C.

WORLD'S BIGGEST TROPHY!

When the Hayward Motorcycle Club decided to award a huge trophy to their overall high-point rider of the Dist. 36 season, they didn't mess around. The monumental award stands 8 ft., 2 in. tall, with a retail value of $750. Recipient of the giant trophy presented on Oct. 7 was BSA rider Jim Rice, shown receiving his smaller 650cc Expert brass at the last event of the season. Rice made it a triple crown by taking overall high point honors at both the Fremont and Lodi, Calif. tracks as well. In the other photo, lovely Lynda Parker poses with the "World's Biggest Trophy." (But how did Rice get it home?)

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION
(Act of October 23, 1962: Section 4369, Title 39, United States Code)

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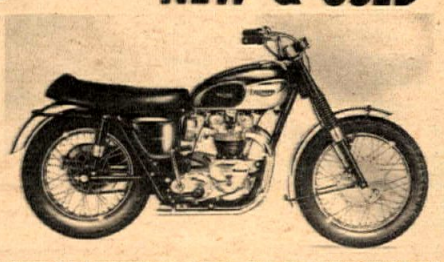

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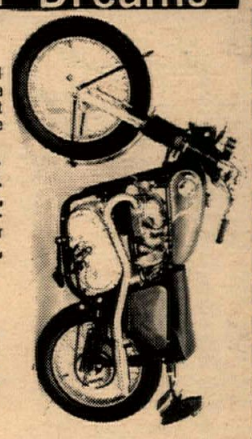

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